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CHAPTER 4 – ENVIRONMENTAL IMPACT ASSESSMENT

4.9 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.0 Introduction

This chapter describes existing land uses in the vicinity of the Sierra Pacific Power Company (SPPCo) 625 and 650 Line Upgrade Project (project) and analyzes potential land use impacts that may result from construction and operation of the project. Construction of the project will not result in any significant impacts to existing or proposed land uses, nor will the project physically divide an established community. With SPPCo's ongoing coordination efforts with the Tahoe Regional Planning Agency (TRPA) and local agencies, the project will be compatible with all applicable land use plans and policies adopted by local governments. Therefore, there will be no impacts to land use and planning as a result of the construction, operation, or maintenance of the proposed facilities.

4.9.1 Methodology

The land use analysis involved a review of various city, county, and regional land use plans, policies, and regulations. Land use and policy information from the Placer County, TRPA, and Town of Truckee official websites was reviewed. Personal communication with local agency representatives and site visits to the project area confirmed existing land uses and jurisdictions. The land use analysis also included a review of applicable general plan and zoning maps covering the project area. Land use-related Geographic Information System (GIS) data was obtained from the Placer County Planning Department and TRPA, and was used to verify jurisdictional information collected. A review of United States (U.S.) Forest Service (USFS) plans was performed to confirm jurisdictional boundaries and identify applicable management practices and standards.

4.9.2 Existing Conditions

Regulatory Background

Pursuant to Article XII, Section 8, of the California Constitution, the California Public Utilities Commission (CPUC) has exclusive jurisdiction, in relation to local government, to regulate the design, siting, installation, operation, maintenance, and repair of electric transmission facilities. Other state agencies have concurrent jurisdiction with the CPUC. Although local governments do not have the power to regulate such activities, the CPUC encourages, and SPPCo participates in, cooperative discussions with affected local governments to address their concerns where feasible. As part of the environmental review process, SPPCo has considered relevant regional and county land use plans, policies, and issues, and has prepared this evaluation of the project's potential impacts to land use and planning. Applicable policies and a discussion of the project's consistency with those policies are contained in Attachment 4.9-A: Policies Consistency Analysis.

The project's 650 Line traverses approximately 1.4 miles of the Martis Creek Lake National Recreation Area. In addition, a construction staging area is proposed within the Martis Creek Lake National Recreation Area (see Figure 4.14-1: Recreational Areas Map). This recreation area is managed by the U.S. Army Corps of Engineers (USACE), and the project will be subject USACE permitting requirements for work within jurisdictional waters of the U.S in this area. There are no policy documents or management manuals for the Martis Creek Lake National Recreation Area.

Portions of the 650 Line and the majority of the 625 Line are located on lands managed by the USFS within the Tahoe National Forest and in the Lake Tahoe Basin Management Unit. Those portions of the project are subject to the management standards and guidelines contained in the Forest Plans for both the Tahoe National Forest and Lake Tahoe Basin Management Unit. These plans offer forest-wide standards, guidelines, and management practices for the management of forest ecology and recreational amenities within their jurisdictions. The plans also provide guidelines for the implementation and restoration of projects within the forest boundaries. The project will require a Special Use Authorization from the USFS for work on forest lands within the Tahoe National Forest and the Lake Tahoe Basin Management Unit, and a Timber Sale Agreement for the removal of merchantable timber on forest lands, as described further in Chapter 3 – Project Description.

The project is also subject to the land use regulations and development requirements of the TRPA. In the 1960s, the governors and lawmakers in California and Nevada approved a bi-state compact that created a regional planning agency to oversee development in Lake Tahoe. In 1969, the U.S. Congress ratified the agreement and created the TRPA. The TRPA land use regulations are contained in the agency's Regional Plan, which is divided into Plan Area Statements (PAS) for their applicable community areas, as shown on Figure 4.9-1: TRPA Community Plan Areas Map. PAS supplement and elaborate on the Placer County General Plan for the area they cover. The project is subject to the following PAS:

- 001A – Tahoe City Community Plan
- 001B – Tahoe City Industrial

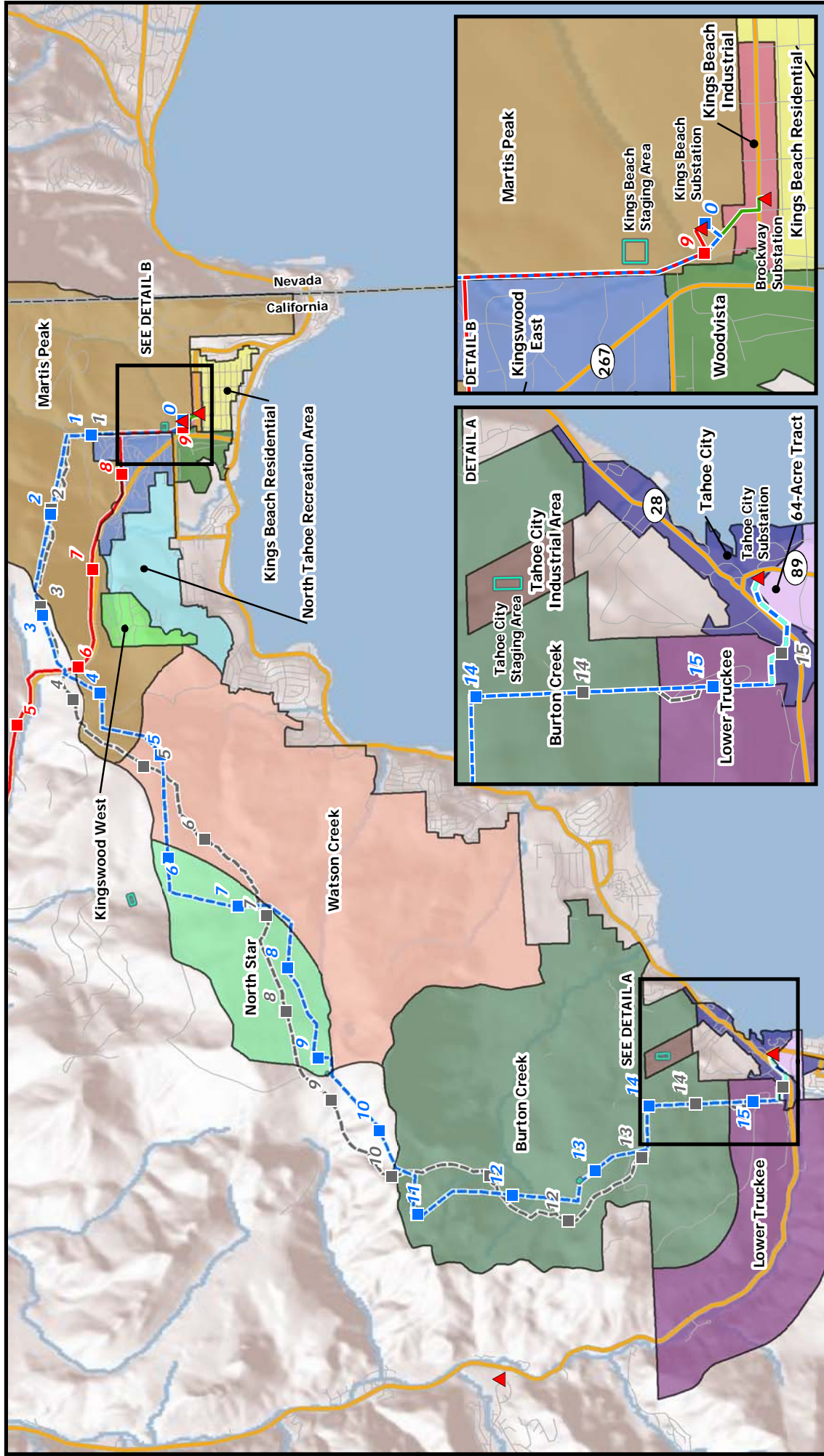


Figure 4.9-1: TRPA Community Plan Area Map

	New 625 Line		Substation/Switching Station
	Existing 625 Line		Milepost (Color Coded by Line)
	625/629 Double-Circuit		Staging Area
	650 Line to be Rebuilt		
	650 Line to be Removed		

Note: Community Plan Areas displayed only represent those designated within the project area by the TRPA

1:85,000

- 003 – Lower Truckee River
- 004 – Burton Creek
- 013 – Watson Creek
- 015 – North Star
- 019 – Martis Peak
- 025 – Kingswood East
- 026 – Kings Beach Industrial Area Community Plan
- 174 – 64-Acre Tract

The TRPA does not have traditional zoning designations for parcels located within its jurisdiction. Instead, each PAS designates a Land Use Classification (general plan designation) and a list of Permissible Uses (zoning). These are described further in the following sections.

Existing Land Uses and Land Use Designations

This section summarizes the existing land uses, designated land uses, and zoning designations crossed and adjacent to the project, and includes a detailed account of the same in Table 4.9-1: Existing and Designated Land Uses. Figure 4.9-2: Land Use Jurisdiction Overview Map depicts the jurisdictional land use boundaries of the Town of Truckee, Placer County, and TRPA. Maps detailing the land use designations for these jurisdictions are provided in Figure 4.9-3: TRPA Land Use Designations Map, Figure 4.9-4: Placer County Land Use Designations Map, and Figure 4.9-5: Truckee Land Use Designations Map.

Existing 625 Line

Existing Land Use

The existing 625 Line is located entirely within the unincorporated area of northeastern Placer County and generally follows an existing, partially-paved road (Mount Watson Road, otherwise known as the Fiberboard Highway) that is utilized for recreational and forestry-related activities. As depicted in Figure 4.14-1: Recreational Areas Map, approximately 13.4 miles of the approximately 15.3-mile-long transmission line is located on land managed by the USFS. The remaining portion of the line is located on privately owned land.

The existing 625 Line originates at the Kings Beach Switching Station at milepost (MP) 0.0, which is located within the Kings Beach Diesel Generation Station, and situated north of the intersection of Deer Avenue and Speckled Avenue in Kings Beach. The area surrounding the Kings Beach Switching Station is heavily forested and contains hiking, camping, and general recreation facilities. As the line leaves the station, it heads in a northerly direction, until approximate MP 1.3. Along this section, there are 54 single-family homes located approximately 30 feet west of the line, and forested USFS land to the east. At approximate MP 1.3, the line turns west for 2.5 miles and spans State Route (SR) 267 at approximate MP 3.8. This portion of the line is located within heavily forested areas of the USFS Lake Tahoe Basin Management Unit and the Tahoe National Forest. The area is undeveloped, except for dirt access roads and recreational trails. Table 4.9-2: Residences within 1,000 Feet provides a list of the residences near the project components.

Table 4.9-1: Existing and Designated Land Uses

Proposed Project Component	Approximate MP		Jurisdiction	General Plan Land Use Designation	Existing Land Use ¹
	Begin	End			
Existing 625 Line	0.0	2.8	TRPA	Conservation	Forest/USFS Tahoe Basin Management Unit Single Family Residential
	2.8	3.5	Placer County	Forest 40-640 Acre Minimum	Forest/USFS Tahoe Basin Management Unit
	3.5	3.7	Placer County	Open Space	SR 267 Forest/USFS Tahoe Basin Management Unit
	3.7	4.2	Placer County	Forest 40-640 Acre Minimum	Forest/USFS Tahoe Basin Management Unit
	4.2	6.7	TRPA	Conservation	Forest/USFS Tahoe Basin Management Unit
	6.7	8.5	TRPA	Recreation	Forest/USFS Tahoe Basin Management Unit
	8.5	10.0	Placer County	Forest 40-640 Acre Minimum	Forest/USFS Tahoe Basin Management Unit
	10.0	14.2	TRPA	Conservation	Burton Creek State Park Forest/USFS Tahoe Basin Management Unit
	14.2	14.9	TRPA	Recreation	Forest/USFS Tahoe Basin Management Unit

¹ Existing land use generally reflects the uses crossed by or adjacent to the transmission line.

Proposed Project Component	Approximate MP		Jurisdiction	General Plan Land Use Designation	Existing Land Use ¹
	Begin	End			
Existing 625 Line (cont.)	14.9	15.3	TRPA	Commercial/Public Service	64-Acres Park
					Truckee River
New 625 Line	0.0	2.8	TRPA	Conservation	General Commercial
	2.8	3.5	Placer County	Forest 40-640 Acre Minimum	Forest/USFS Tahoe Basin Management Unit
	3.5	3.8	Placer County	Open Space	Single Family Residential
	3.8	5.9	TRPA	Conservation	Forest/USFS Tahoe Basin Management Unit
	5.9	7.3	TRPA	Recreation	Forest/USFS Tahoe Basin Management Unit
	7.3	7.8	TRPA	Conservation	Forest/USFS Tahoe Basin Management Unit
	7.8	9.4	TRPA	Recreation	Forest/USFS Tahoe Basin Management Unit
	9.4	10.5	Placer County	Forest 40-640 Acre Minimum	Forest/USFS Tahoe Basin Management Unit
	10.5	14.8	TRPA	Conservation	Forest/USFS Tahoe Basin Management Unit
	14.8	15.5	TRPA	Recreation	Forest/USFS Tahoe Basin Management Unit

Chapter 4 – Environmental Impact Assessment

Proposed Project Component	Approximate MP		Jurisdiction	General Plan Land Use Designation	Existing Land Use ¹
	Begin	End			
New 625 Line (cont.)	15.5	15.8	TRPA	Commercial/Public Service	64-Acres Park
					Truckee River
650 Line	0.0	6.2	Placer County	Open Space	General Commercial
					Martis Creek Lake National Recreation Area
					Open Space (SR 267)
			Tahoe National Forest		
			Open Space (SR 267)		
			Conservation	Forest/USFS Tahoe Basin Management Unit	
			Residential	Forest/USFS Tahoe Basin Management Unit	
			Residential	Single Family Residential	
			Conservation	Forest/USFS Tahoe Basin Management Unit	
			Conservation	Single Family Residential	
132/650 Line Double-Circuit	0.0	0.3	Town of Truckee	Industrial	Industrial
	0.3	0.4	Town of Truckee	High Density Residential	Residential
	0.4	0.5	Town of Truckee	Public	Undeveloped
	0.5	1.0	Town of Truckee	Open Space Recreation	Undeveloped
					Glenshire Drive
	1.0	1.1	Town of Truckee	Industrial	Industrial Use

Proposed Project Component	Approximate MP		Jurisdiction	General Plan Land Use Designation	Existing Land Use ¹
	Begin	End			
132/650 Line Double-Circuit (cont.)	1.1	1.2	Town of Truckee	Open Space Recreation	Truckee River
	1.2	1.4	Town of Truckee	Public	Truckee River Regional Park
	1.4	1.5	Town of Truckee	Open Space Recreation	Drainage area for Ponderosa Golf Course
	1.5	1.6	Town of Truckee	High Density Residential	Hotel Mobile Home Park
Northstar Tap/Fold	0.0	0.1	Placer County	Forest 40-640 Acre Minimum	Parking and Storage Warehouse
	0.1	0.2	Placer County	High Density Residential	Parking and Storage Warehouse
	0.2	0.3	Placer County	Forest 40-640 Acre Minimum	Forested Area
Brockway Substation	0.3	0.5	Placer County	Open Space	Tahoe National Forest Northstar Stables
	NA	NA	TRPA	Commercial/Public Service	Residential Industrial
Northstar Substation	NA	NA	Placer County	Forest 40-640 Acre Minimum	Tahoe National Forest Northstar Stables
Squaw Valley Substation	NA	NA	Placer County	Conservation Preserve	Commercial Tahoe National Forest
Tahoe City Substation	NA	NA	TRPA	Commercial/Recreation	64-Acres Park Commercial
Truckee Substation	NA	NA	Town of Truckee	Public Facility	Lumber Yard Industrial

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Proposed Project Component	Approximate MP		Jurisdiction	General Plan Land Use Designation	Existing Land Use ¹
	Begin	End			
North Truckee Switching Station	NA	NA	Town of Truckee	Industrial	Industrial Undeveloped
Kings Beach Substation	NA	NA	TRPA	Conservation	Residential Forest/USFS Tahoe Basin Management Unit

Sources: Placer County General Plan, 1994; Placer County General Plan Land Use Map, 1994; TRPA PAS, 2009; Town of Truckee General Plan 2025, 2009b; Town of Truckee Zoning Ordinance, 2009c; GIS Data TRPA, 2009; GID Data Placer County, 2008

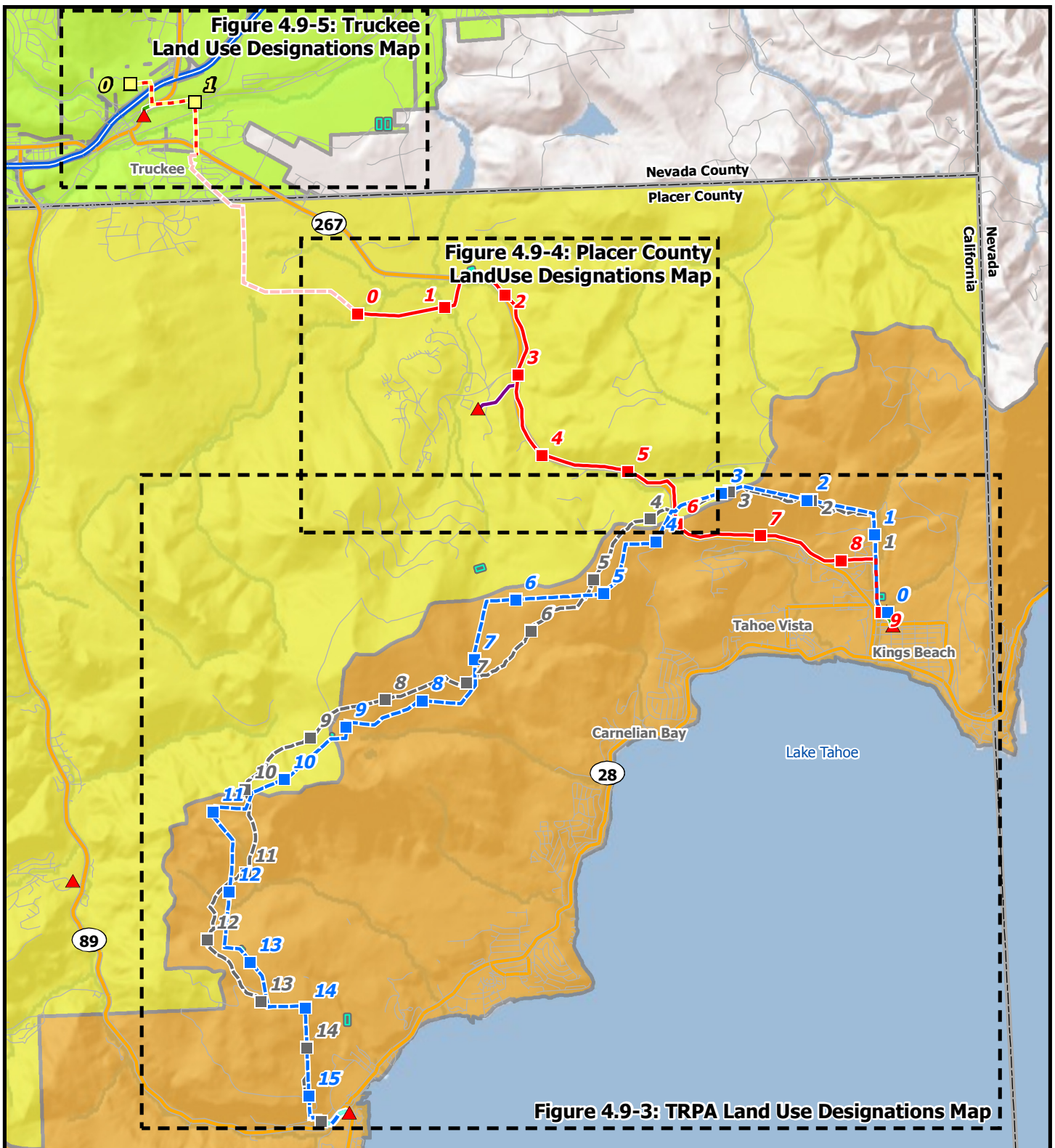


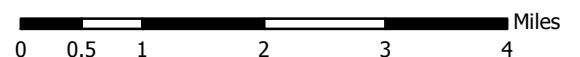
Figure 4.9-2: Land Use Jurisdiction Overview Map

625 and 650 Line Upgrade Project

- New 625 Line
- Existing 625 Line
- 625/629 Double-Circuit
- 650 Line to be Rebuilt
- 650 Line Previously Upgraded
- 132/650 Double-Circuit to be Rebuilt
- 650 Line to be Removed
- Northstar Fold
- ▲ Substation/Switching Station
- Milepost (Color Coded by Line)
- Staging Area
- Tahoe Regional Planning Agency
- Placer County
- Town of Truckee



1:100,000



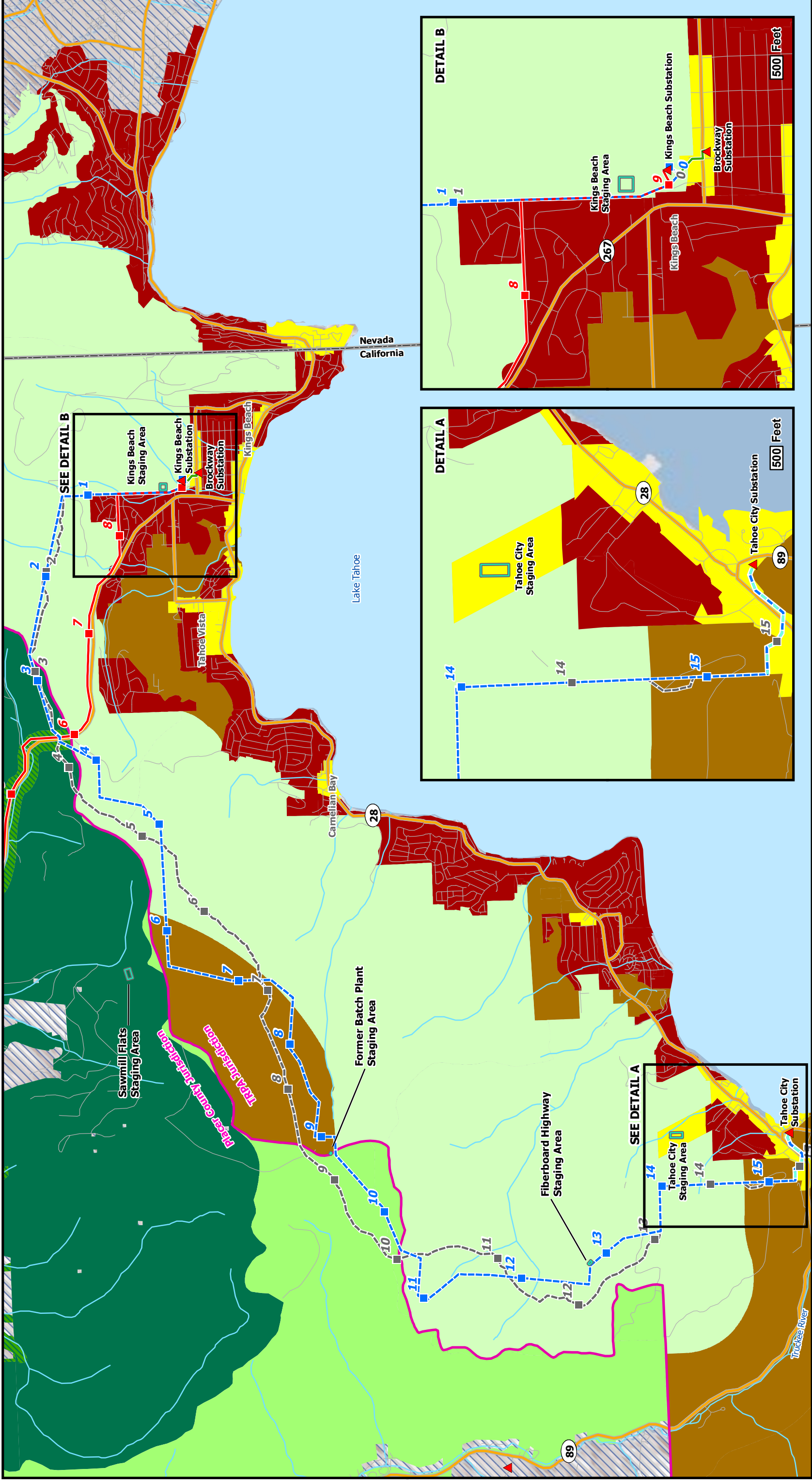


Figure 4.9-3: TRPA Land Use Designations Map

<ul style="list-style-type: none"> Substation/Switching Station New 625 Line Existing 625 Line 625/629 Double-Circuit 650 Line to be Rebuilt 650 Line to be Removed 	<ul style="list-style-type: none"> Milepost (Color Coded by Line) Staging Area Rivers/Streams Tahoe Regional Planning Agency / Placer County Jurisdiction Line 	<ul style="list-style-type: none"> Other Land Use Designation Agriculture/Timberland Forest High Density Residential Open Space 	<ul style="list-style-type: none"> Water Influence Commercial/Public Service Conservation Recreation Residential
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1:55,000

0 0.5 1 2 3 4 Miles

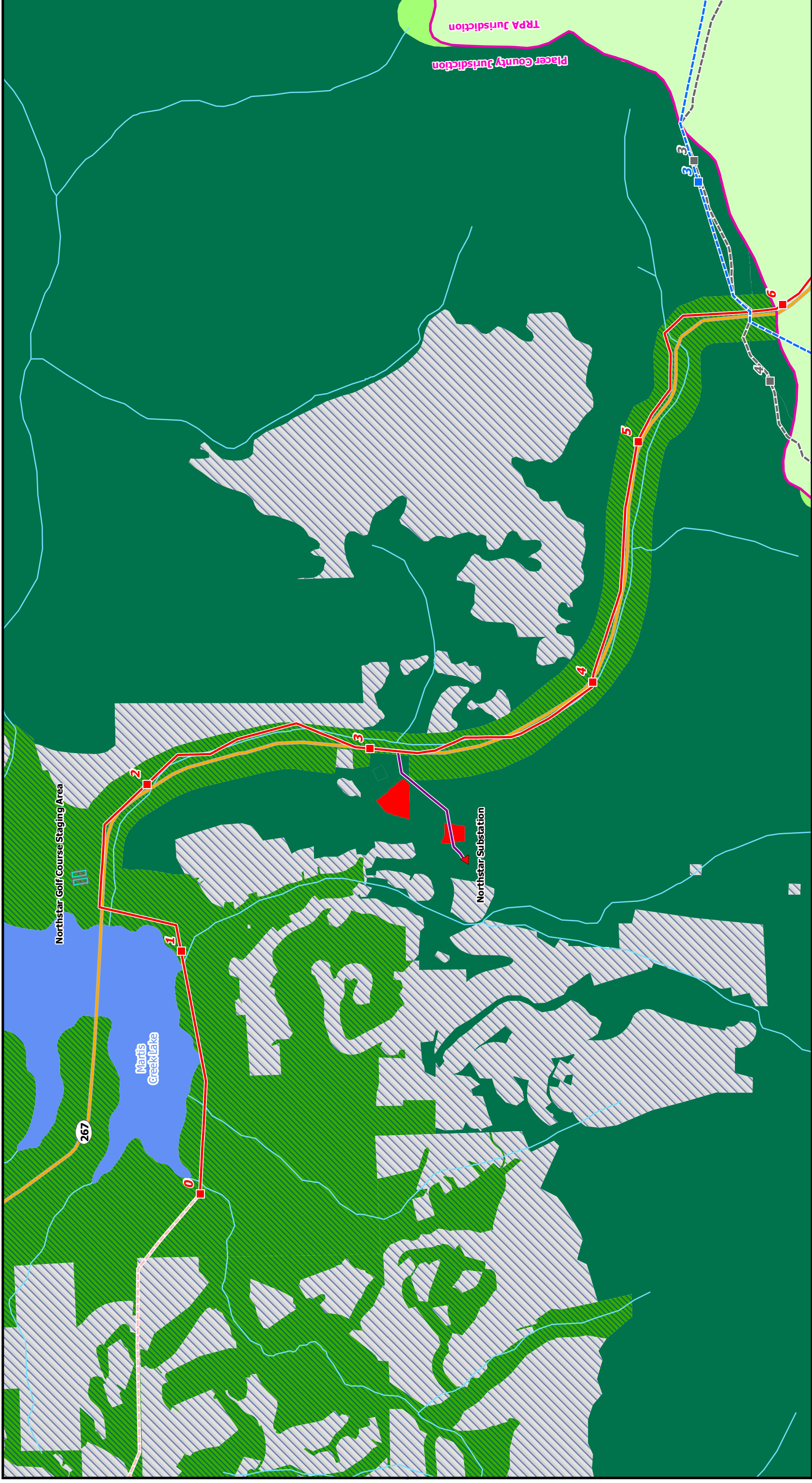


Figure 4.9-4: Placer County Land Use Designations Map

- ▲ Substation/Switching Station
- New 625 Line
- Existing 625 Line
- 650 Line to be Rebuilt
- 650 Line Previously Upgraded
- Northstar Fold
- Milepost (Color Coded by Line)
- Staging Area
- Tahoe Regional Planning Agency / Placer County Jurisdiction Line
- Streams/Rivers
- Major Road
- Other Land Use Designation
- Agriculture/Timberland
- Forest
- High Density Residential
- Open Space
- Water Influence
- Conservation

625 and 650 Line Upgrade Project



1:24,000



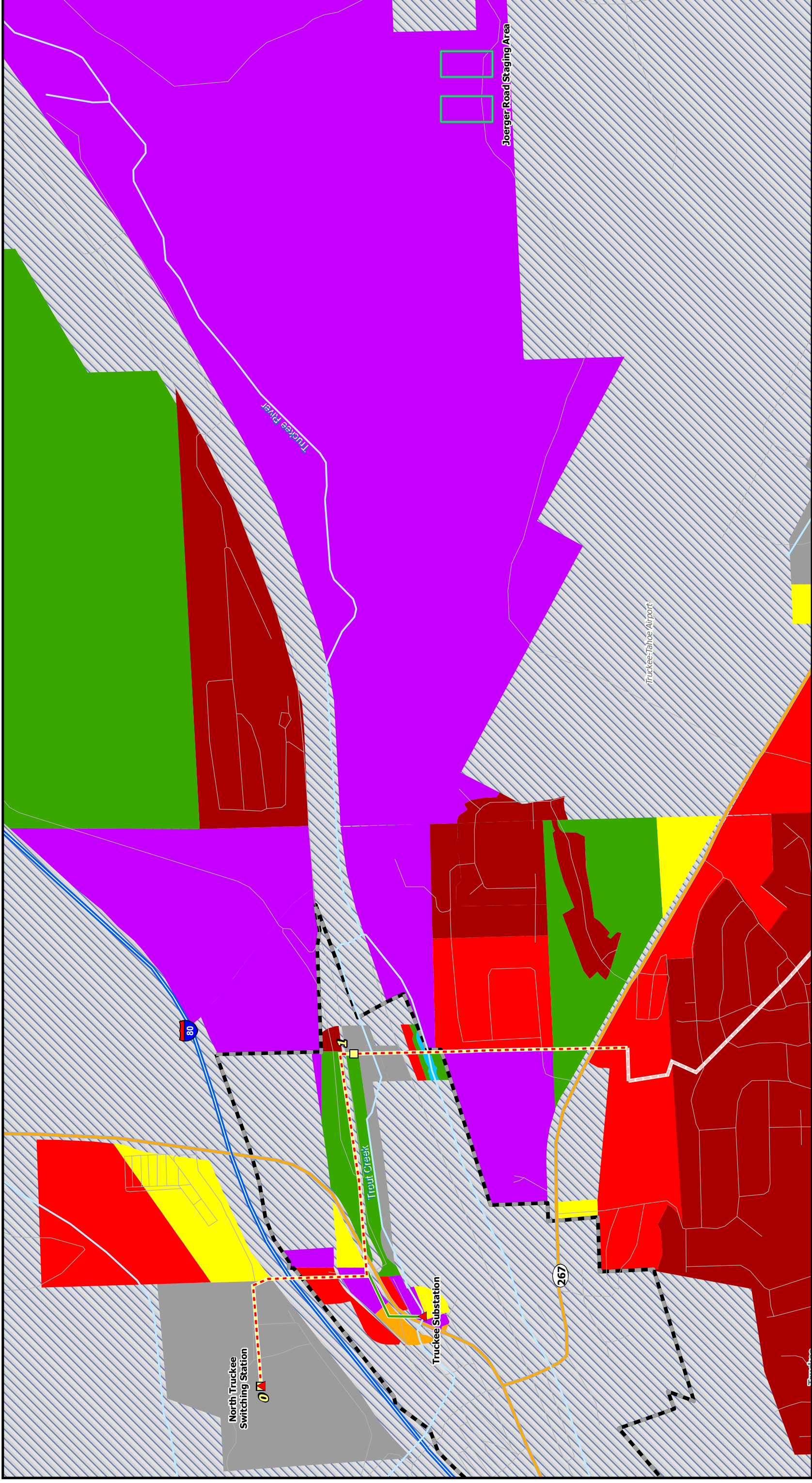


Figure 4.9-5: Truckee Land Use Designations Map

- ▲ Substation/Switching Station
- 650 Line Previously Upgraded
- 132/650 Double-Circuit to be Rebuilt
- 650 Line to be Removed
- Staging Area
- Milepost (Color Coded by Line)
- Streams/Rivers
- Limited Access
- Highway
- Major Road
- Local Road
- Downtown Truckee Specific Plan
 - Commercial
 - High Density Residential
 - Industrial
 - Mixed Use
- Open Space Recreation
 - Public
 - Residential
 - Truckee River
 - Other Land Use Designation

625 and 650 Line Upgrade Project

1:13,000

0 0.125 0.25 0.5 0.75 1 Miles

Table 4.9-2: Residences within 1,000 Feet

Project Component	Approximate Distance (feet)	Orientation	Approximate Number of Housing Units
Tahoe City Substation	300	East	Multi-family development (unit count unknown)
Brockway Substation	100	North, South, West, East (industrial use immediately adjacent to the east)	125 single-family residences
Kings Beach Substation	750	West	17 single-family residences
	750	South	35 single-family residences
Northstar Substation	450	West	25 single-family residences
Squaw Valley Substation	675	East	18 single-family residences along the Truckee River.
	300	West	Multi-family development (unit count unknown)
Northstar Tap/Fold	550	West	13 single-family residences
132/650 Double-Circuit	100	West (opposite Truckee River Park)	Multi-family development (unit count unknown)
	40	South (at the terminus of the line)	92 mobile homes, 55 single-family residences
Existing 625 Line (MP 0.7 to MP 1.1)*	30	West	54 single-family residences
Existing 625 Line (MP 0.3 to MP 0.9)*	100	West	41 single-family residences where the 2 lines coincide
	650	West	Multi-family development – unit count unknown
650 Line (MP 6.5 to MP 7.0)	500	South	40 single-family units

Project Component	Approximate Distance (feet)	Orientation	Approximate Number of Housing Units
650 Line (MP 7.7 to MP 7.9)	400	South	Multi-family development (unit count unknown), 8 single-family residences
650 Line (MP 7.9 to MP 8.0)	225	Southwest	17 single-family residences
	25	South	67 single-family residences
650 Line (MP 8.0 to MP 8.3)	500	South	Multi-family development (unit count unknown)
		North	45 single-family residences
	25	South	18 single-family residences
650 Line (MP 8.3 to MP 8.6)	450	South	Multi-family residence (unit count unknown)

Source: Google Earth, 2009

*Note that in all areas where residences are located within 1,000 feet of the existing and new 625 Line, the lines run coincident.

From the intersection with SR 267, the existing 625 Line heads southwest and continues across Lake Tahoe Basin Management Unit and Tahoe National Forest lands for 6.2 miles. The nearest development is the Northstar-at-Tahoe Resort, which is approximately 0.55 mile north of the existing 625 Line, between approximate MP 7.0 and MP 9.0. The line then heads south for approximately 3.2 miles, turns east for approximately 0.5 mile, and runs adjacent to the southern border of Burton Creek State Park from approximate MP 13.1 to MP 13.6. From this location, the 625 Line turns to the south and continues through the Tahoe National Forest between approximate MP 13.7 and MP 15. This entire portion of the existing 625 Line travels through heavily forested USFS land that is undeveloped, except for dirt roads and recreational trails.

After spanning California SR 89 and the Truckee River at approximate MP 15.1, the line turns in a northeasterly direction and parallels the Truckee River until terminating at the Tahoe City Substation at approximate MP 15.3. This portion of the line is bordered by the Truckee River to the north and the USFS-owned 64-Acres Park—which is comprised of recreational trails, restrooms, picnic areas, public restrooms, and parking—to the south. The existing 625 Line terminates at the Tahoe City Substation located on the west side of SR 89, across from the Truckee River Outlet (Fanny Bridge). The area surrounding the transmission line and the Tahoe City Substation is commercially developed with restaurants and tourism-related uses.

Land Use Designations

As shown in Table 4.9-1: Existing and Designated Land Uses, the majority (approximately 80 percent) of the existing 625 Line is located within the regulatory jurisdiction of the TRPA, due to its location within the Lake Tahoe Basin. Placer County regulates the land use of the remaining 20 percent of the line.

The applicable TRPA PAS classify the majority of the land crossed by the existing 625 Line as either Recreation or Conservation. Approximately 0.2 mile of the existing 625 Line (approximate MP 15.1 to MP 15.3) near the Tahoe City Substation is classified as Commercial/Public Service. All TRPA PAS classifications allow electric transmission lines and receiving facilities under the provisions for a Special Use.

There are two segments of the existing 625 Line—where the line spans SR 267 (approximate MP 2.8 to MP 4.2) and just west of the Watson Creek Plan Area (approximate MP 8.5 to MP 10.0)—where land use is dictated by Placer County. The Placer County General Plan has designated the land use within these segments as Forest 40-640 Acre Minimum (in that the minimum lot size is 40-640 acres) and Open Space along SR 267. The Forest 40-640 designation is applied to mountainous areas where the primary land uses relate to the growing and harvesting of timber and other forest products. The Open Space designation along SR 267 is meant to preserve the scenic viewshed from significant development. These segments are zoned Forestry (FOR), Timberland Production (TPZ), and Open Space (O). The allowed uses in the FOR, TPZ, and O zoning districts include growing and harvesting of timber and other forest products, agriculture and grazing, as well as public and commercial recreational uses. Transmission lines are listed as an allowed use in the FOR, TPZ, and O zoning districts.

New 625 Line

The new 625 Line will generally follow the path of the existing 625 Line; however, the alignment will more closely parallel Mount Watson Road to facilitate better access to the transmission line for operation and maintenance activities. The majority of the alignment traverses forested lands within unincorporated Placer County or areas managed by the USFS for timber production and recreational uses. Because the new 625 Line will follow a similar alignment as the existing 625 Line, the same types of existing land uses are encountered (forest, conservation, recreation). Single-family residences are encountered by the new 625 Line in the same locations as the existing 625 Line (near the beginning and end of the lines where they run coincident).

The new 625 Line departs in course from the existing 625 Line primarily between approximate MP 3.6 and MP 13.5. However, in this section the new alignment is within 1,000 feet of the existing alignment. The existing land uses in this area are the same for both the new and the existing 625 lines. The new alignment for the 625 Line will not cross any new TRPA Plan Areas, general plan designations, or zoning districts that are not already crossed by the existing 625 Line alignment and discussed in the previous section. Table 4.9-1: Existing and Designated Land Uses provides the existing and general plan-designated land uses for the project.

650 Line

Existing Land Use

The portion of the 650 Line to be upgraded begins at MP 0.0, which is located approximately 2,000 feet from Bob Haslem Court in the Martis Creek Lake National Recreation Area. The line continues for approximately 1.4 miles, crossing SR 267 at approximate MP 1.4. The line turns east and parallels SR 267 for approximately 0.5 mile, entering the Tahoe National Forest near approximate MP 2.1. This area is generally known as the Martis Valley. Geographically, the area is primarily flat and lacks any significant development. The nearest housing or commercial development—the Northstar-at-Tahoe Golf Course—is more than 1,000 feet south of the transmission line.

After exiting the Martis Valley, the line continues to follow SR 267 in a southern direction for approximately 6.1 miles. The land surrounding SR 267 lacks significant commercial or residential development and is heavily forested. The only significant development is located to the west of approximate MP 3.1, where the Northstar-at-Tahoe Resort is located.

Near the intersection of SR 267 and North National Avenue at approximate MP 7.6, the line travels east. At approximate MP 8.4, the line travels south for approximately 0.5 mile. Residential uses are clustered near the transmission line in this area. Table 4.9-2: Residences within 1,000 Feet provides the approximate distances of residences in close proximity to the project components.

From this point (approximate MP 8.9), the existing 650 Line travels approximately 0.2 mile southeast, finally terminating at the Brockway Substation. This 0.2-mile-long segment of transmission poles has a distribution underbuild. The poles will remain in place (leaving the distribution underbuild intact) but will be topped, and the 650 Line will be relocated to terminate at the Kings Beach Substation. The area around the Brockway Substation, where the line will be

topped, is located within a mixed industrial/commercial neighborhood, and is surrounded by single-family residences to the east, west, and south.

Land Use Designations

The 650 Line traverses areas where land use is dictated by both Placer County and the TRPA. From MP 0.0 (in Martis Valley) to approximate MP 6.2 (just past the Brockway Summit), the line is located within the jurisdiction of Placer County and is within the Martis Valley Community Plan area. The general plan designation, as described in the community plan, is Open Space, which allows for low-intensity public and commercial recreational uses, as well as necessary public utility facilities. The area is also zoned Open Space, where allowed uses include recreation, crops, forestry, grazing, and utility transmission facilities.

From Brockway Summit to the termination of the line at the Kings Beach Substation, the TRPA regulates land use. The TRPA Martis Peak PAS describes the land use designation as Conservation, with a small portion (0.6 mile) designated as Residential. The permitted uses include summer homes, and recreational uses such as campgrounds, snowmobile courses, and hiking trails. Electric transmission lines and receiving facilities are allowed under the provisions for a Special Use.

132/650 Line Double-Circuit

Existing Land Use

The section of the 132 Line that will be reconfigured to accommodate a double-circuit of the 650 Line is located within the Town of Truckee. The 132 Line originates at the North Truckee Switching Station. The line runs east along Pioneer Trail Road and then turns south, crossing Interstate 80 at approximate MP 0.3. In this area, the line is surrounded by medium-density commercial and industrial developments, such as tire shops, repair businesses, and general offices.

The line then turns east and travels parallel to Glenshire Drive for approximately 0.6 mile between approximate MP 0.5 and MP 1.1. This area contains many undeveloped parcels, as well as low-intensity industrial uses and materials storage yards. The Truckee Lumber Mill is located to the south of the alignment.

The 132 Line then crosses the Truckee River between approximate MP 1.1 and MP 1.2. From approximate MP 1.2 to MP 1.4, the alignment travels along the easternmost edge of the Truckee River Regional Park, which provides ball fields, an amphitheater, a skate park, and rodeo grounds. Adjacent to this portion of the line on the west side of the right-of-way (ROW) are residential uses (multi-family units).

The line continues south through private open space to its termination at the intersection of Marc Trail and Chris Course at the northwest corner of the Village Green Mobile Home Park (approximate MP 1.5 to MP 1.6). In this area, the line spans the rear of a hotel parking lot then travels parallel to the backyards of five units at Village Green Mobile Home Park. Vacant land is located to the west of the line in this area.

Land Use Designations

The 132 Line is entirely within the Town of Truckee and land uses are dictated by the Town of Truckee General Plan and Town of Truckee Development Code (zoning ordinance). Portions of the alignment, as it travels along Glenshire Drive and near downtown Truckee between approximate MP 0.3 and MP 1.0, are also located within the Downtown Specific Plan Area.

From the beginning of the line at the North Truckee Switching Station to Glenshire Drive (approximate MP 0.0 to MP 0.5), the area is comprised of commercial and industrial uses consistent with the general plan designation of Industrial (I) and zoning designation of Manufacturing (M). As the alignment travels south, the land is General Plan-designated High Density Residential and Public. This urbanized area consists of lands that are zoned I, PF, Resource Conservation, and Downtown Manufacturing, and High Density Residential – 6 to 12 dwelling units per acre (du/ac). These designations permit a wide range of residential, general commercial, industrial manufacturing and processing, distributions, storage uses, as well as parks and other public-serving facilities, including utility lines.

The line travels east along Glenshire Drive and the south, crossing the Truckee River between approximate MP 1.1 and MP 1.2. This area is generally designated as Open Space, Recreation, and Public (Truckee River Regional Park). This portion of the alignment is zoned Recreation (REC) and PF. Allowed uses under the REC zoning designation include camping, skiing, golfing, clustered lodging, residences, transmission lines and support services. Allowed uses under the PF zoning designation include public parks and facilities, transmission lines, schools, hospitals and government offices, and other appropriate uses for public agencies.

The line continues south crossing Brockway Road just after approximate MP 1.5, then continues to the termination of the line just after approximate MP 1.6. The line passes through parcels that are General Plan-designated Commercial and High Density Residential – 6 to 12 du/ac. This area is zoned Commercial General and Residential Multi-Family – 15 du/ac (RM-15), which permit commercial uses and high-density residential uses and development, respectively.

Northstar Tap/Fold

Existing Land Use

The Northstar Tap/Fold begins at the Northstar Substation, located at the end of Stable Road in the Northstar-at-Tahoe Resort area. This 0.5-mile-long section of line generally traverses forested areas adjacent to an existing dirt road. There is limited commercial development located to the north between approximate MP 0.3 and MP 0.4. In addition, a horse stable and riding ring are crossed by the existing Northstar Tap at approximate MP 0.1 near the line's origin at the Northstar Substation. The tap will be removed upon completion of construction of the new Northstar Fold, which will be located 35 feet south of the existing Northstar Tap.

Land Use Designations

Land use along the Northstar Fold is regulated by Placer County. The parcels traversed by the line are designated Forest 40-640, High Density Residential, and Open Space. The area is zoned TPZ. Allowed uses include forestry and timber-related uses, grazing, recreation, and transmission lines. Approximately 250 feet of the line (located between approximate MP 0.1 and

MP 0.2) traverses land that is General Plan-designated High Density Residential – 10 to 15 du/ac and zoned Residential Multi-Family – 15 du/ac. These designations allow residential development and some accessory uses, as well as transmission lines.

Substations

Brockway Substation

The Brockway Substation is located in Kings Beach at the intersection of Speckled Avenue and Deer Street. This substation is the current terminus of the existing 650 Line. This substation will be decommissioned at the end of the project and the site will be reclaimed. The substation is located in a mixed-use neighborhood, with an industrial use located to the east of the substation and single-family residences located approximately 100 feet to the north, west, and south.

Land use in and around the Brockway Substation is regulated by the TRPA and the Kings Beach Industrial Community Plan. The Kings Beach Industrial PAS has designated the land use of this area as Commercial/Public Service. The site is not zoned, but rather permissible uses are set forth in the PAS. These permissible uses include auto repair, warehousing and distribution, hardware sales, and small-scale manufacturing. Transmission and receiving facilities, as well as electric transmission lines, are allowed per the PAS under the provisions for a Special Use.

Northstar Substation

The Northstar Substation is located near the intersection of Stables Road and Northstar Drive in Placer County. This substation is the current termination point for the Northstar Tap, which will be upgraded to a fold as part of the project. The substation is surrounded by forested area to the north, south, and west. A riding stable (Northstar Stables) is located to the east of the substation. Approximately 25 single-family residences are located 450 feet west of the Northstar Substation.

Land use around the substation is regulated by Placer County. The site is designated as Forest 40-640 by the Placer County General Plan and the zoning designation is FOR-B-X. The FOR zoning classification designates the area as Forest and the B-X is a combining district designation that defines the minimum buildable lot size, in this case 160 acres. Allowed uses in the FOR-B-X zoning district include forestry and timber-related uses, grazing, and recreation. Transmission lines are an allowed use; public utility facilities are allowed with a Minor Use Permit.

Squaw Valley Substation

The Squaw Valley Substation is located at the intersection of Squaw Valley Road and SR 89. A small, commercial center containing a 7-11 retail store and a ski rental facility is located to the east of the site, Squaw Valley Road is located to the south, and forested land is located to the west and north.

Land use surrounding the substation is regulated by Placer County. The land is designated Conservation Preserve and zoned Forest Residential. Allowed uses include single-family residences, timber harvesting, riding and hiking trails, ski-related uses, and public utility structures.

Tahoe City Substation

The Tahoe City Substation is located near the intersection of Westlake Boulevard/SR 89 and Tahoe Tavern Road. This substation is the current termination point for the existing 625 Line. A restaurant is located to the north of the Tahoe City Substation and forested, undeveloped parcels are located to the south. The Truckee River is located to the west and commercial and tourism-related uses are located to the east. The 1-acre, undeveloped parcel adjacent to the south side of the substation is managed by the USFS, and will serve as a temporary work space, housing portable transformers during construction of the substation.

The substation site is within the jurisdiction of the TRPA and is subject to the land use regulations contained in the Tahoe City Community Plan and Tahoe City PAS. The Community Plan divides the greater Tahoe City area into five Special Areas that are characterized differently depending on their location and level and type of development. The Tahoe City Substation site is classified as Commercial/Recreation and is located in Special Area 3, which lists the permissible uses as employee housing, retail and general commercial uses, public facilities, and recreational-related uses, such as marinas and snowmobile trails. Transmission and receiving facilities, as well as electric transmission lines, are allowed per the PAS under the provisions for a Special Use.

Truckee Substation and North Truckee Switching Station

The Truckee Substation serves as the point of origin for the 650 Line. The substation is located near the intersection of Donner Pass Road and Church Street in the Town of Truckee. The Truckee Substation site is relatively flat and is surrounded by industrial uses on all sides. The substation is designated as Public by the Town of Truckee General Plan and is zoned PF. Auxiliary uses required to meet the needs of the town, such as public parks and other facilities, schools, and government offices, are allowed. Electric utility facilities are allowed with a Use Permit.

The North Truckee Switching Station is located on Pioneer Trail Road, just south of Comstock Drive, and will serve as the point of origin for the 650 Line upon completion of the project. The switching station is surrounded by commercial and industrial uses to the south and east. A cement manufacturing plant is located to the north and undeveloped forested parcels are located to the west. The North Truckee Switching Station is located within the Town of Truckee. The Town of Truckee General Plan designates the land as Industrial and the zoning as Manufacturing/Industrial (M). Allowed uses include processing, distribution, and storage facilities. Electric utility facilities are allowed in the M zoning district with a Use Permit.

Kings Beach Substation

The Kings Beach Switching Station, which will become the Kings Beach Substation, is located inside the Kings Beach Diesel Generation Facility, just north of the intersection of Speckled Avenue and Deer Street in Kings Beach. The switching station is located off of a private access road north of Deer Street. The switching station is entirely surrounded by undeveloped and forested parcels.

The Kings Beach Substation is within the jurisdictional area of the TRPA; the land use regulations that apply to the site are contained in the Martis Peak PAS. The land use

classification for the site is Conservation and the list of permissible uses per the PAS includes camping, off-road vehicle uses, public services, timber harvesting, and summer homes. Electric transmission and receiving facilities are allowed per the PAS under the provisions for a Special Use.

Staging Areas

To support construction, SPPCo is proposing to use seven staging areas. These staging areas are depicted on Figure 4.9-2: Land Use Jurisdiction Overview Map and are described further in the following paragraphs.

Joerger Road

The Joerger Road Staging Area will be located off of an existing dead-end paved road and will be accessed using Joerger Road. This approximately 600-foot by 200-foot staging area will be used as a material staging area and a helicopter landing, storage, and refueling area. The site is located within the Town of Truckee. The site is General Plan-designated Public and is zoned PF. The development code (zoning ordinance) for the town of Truckee does not specifically have a use category for temporary construction staging; however, recycling facilities, vehicle storage, snow removal businesses, mining, and heliports are allowed. A temporary construction staging area is similar in nature to the specified allowed uses.

Northstar Golf Course

The Northstar Golf Course Staging Area is located just north of SR 267 and the Northstar Golf Course, and is accessed by a dirt road located approximately 1.4 miles southeast of Martis Creek Road. This approximately 300-foot by 300-foot staging area will be used to store materials and stage equipment. The site is located within the jurisdiction of Placer County. The site is General Plan-designated Open Space and is zoned O. Allowed uses include recreation, crops, forestry, grazing, and construction staging and storage as an accessory use (provided the staging area serves an active, permitted construction project).

Kings Beach

The Kings Beach Staging Area is located just north of the Kings Beach Substation and is accessed using an existing dirt access road located at the end of Canterbury Drive. This location was formerly used as a landfill and as a result, has a previously disturbed area that measures approximately 300 feet by 300 feet. The site is located within the Martis Peak Plan Area. The Martis Peak PAS classifies the land as Conservation and the list of permissible uses per the PAS include camping, off-road vehicle uses, public services, timber harvesting, and summer homes. A staging area is allowed by the TRPA provided the staging area is temporary in nature, is constructed with the proper Best Management Practices to avoid increased stormwater pollution, and has no visual impacts.

Sawmill Flats

The Sawmill Flats Staging Area is located approximately 0.4 mile north of the new 625 Line near approximate MP 6.2 and is accessed by an existing dirt access road from Mount Watson Road. This staging area will be used to store and stage material and equipment, and may also be used for logging activities related to the project. This approximately 500-foot by 260-foot area is

previously disturbed and denuded. The site is located within Placer County and is General Plan-designated Forest 40-640 and zoned TPZ. Forestry-related uses and accessory storage are allowed uses at the site.

Former Batch Plant

The Former Batch Plant Staging Area is located approximately 300 feet north of the new 625 Line near approximate MP 9.3 and is accessed from Mount Watson Road. This approximately 120-foot by 80-foot area is previously disturbed and has little natural vegetation directly within the staging area. This staging area is located within the jurisdiction of the TRPA and the land use designation and allowed uses are described in the Northstar PAS. The site is designated Recreation per the PAS, and utility facilities, timber management, and assessor structures are allowed uses. A staging area is an allowed use by the TRPA, provided the staging area is temporary in nature, is constructed with the proper Best Management Practices to avoid increased stormwater pollution, and has no visual impacts.

Fiberboard Highway

The Fiberboard Highway Staging Area is located approximately 200 feet east of the new 625 Line near approximate MP 12.8 and is accessed from Mount Watson Road. This approximately 200-foot by 100-foot area is previously disturbed but has some vegetative cover. The staging area is located on lands where the allowed uses are designated within the Burton Creek PAS. The staging area is designated Conservation, which allows for a range of low to moderate uses, including timber harvesting, wildlife management, grazing of livestock, and recreation. A staging area is an allowed use by the TRPA provided it is temporary, will not contribute to stormwater pollution, and will not contribute to visual impacts.

Tahoe City

The proposed Tahoe City Staging Area will be located on an undeveloped, but previously disturbed parcel located 1 mile north of the Tahoe City Substation and is accessed by an existing dirt access road from Jackpine Street. This staging area will be used as a helicopter landing zone and for material storage and staging. This approximately 600-foot by 250-foot area is previously disturbed and covered in pavement and gravel. The site is located in the Tahoe City Industrial Plan Area. The applicable PAS classifies the land as Commercial/Public Service and permissible uses include storage yards, warehousing, building materials and hardware storage, and industrial services.

Planned Development

There are several planned developments in the vicinity of the project. Projects that are directly adjacent or crossed by the 625 and 650 Line Upgrade Project are summarized in this section. A detailed inventory of all planned and proposed projects is provided in Table 4.17-1: Planned and Proposed Projects Within 5 Miles in Section 4.17 Cumulative Impacts.

The only project immediately adjacent to or crossed by project components is the Tahoe City Transit Center, which is proposed for construction in the 64-Acres Park beginning in 2010. Construction is scheduled to be completed in 2011. The project is immediately adjacent to the

south side of the Tahoe City Substation. The proposed transit center will consist of a parking lot, bus shelters, new landscaping, and new roads and pedestrian paths.

Habitat Conservation Plans and Natural Community Conservation Plans

The project components are not located within the boundaries of any habitat conservation plan (HCP) areas or natural community conservation plan (NCCP) areas.

Land Use Policies

All of the general plans adopted by local jurisdictions, TRPA regional and community plans, and USFS Forest Plans applicable to the project were reviewed for relevant land use policies. The relevant policies and an analysis of the project's consistency with them are provided in Attachment 4.9-A: Policies Consistency Analysis.

4.9.3 Impacts

Significance Criteria

Standards of significance were derived from Appendix G of the California Environmental Quality Act (CEQA) Guidelines. Impacts to land use will be considered significant if the project:

- Physically divides an established community, resulting in a change to the community or land use pattern
- Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflicts with any applicable HCPs or NCCPs

Question 4.9a – Physical Division of an Established Community

Construction – No Impact

Existing 625 Line

The existing 625 Line does not currently divide a community as the line travels primarily through sparsely populated, forested areas of north Lake Tahoe. Because the existing 625 Line will be removed in its entirety and the ROW will be allowed to revegetate naturally, no new impact will occur. Therefore, there will be no impact.

New 625 Line

The new 625 Line will roughly parallel the existing 625 Line ROW and Mount Watson Road. In addition, the new alignment of the 625 Line will be located in predominantly forested, undeveloped, or sparsely developed areas within the Lake Tahoe Basin. As a result, the new transmission line will not physically divide an established community.

Impacts from construction to the approximately 95 single-family residences and two multi-family residences (unit count unknown) within 1,000 feet of the transmission line and the

commercial area near the line's terminus will include an increased dispersal of dust, noise, and odor that will be localized, temporary, and short-term. These impacts are described more thoroughly in Section 4.3 Air Quality and Section 4.11 Noise.

650 Line

The existing 650 Line—from MP 0.0 until its new terminus at the Kings Beach Substation—will be rebuilt in place within the existing ROW which varies in width, but averages approximately 30 feet wide. To accommodate construction, an additional 35 feet of temporary ROW will be required adjacent to the existing easement. The 650 Line traverses predominantly undeveloped land and parallels SR 267 for the majority of its length. With the decommissioning of the Brockway Substation, the terminus of the 650 Line will be relocated to the Kings Beach Substation. The conductor on the poles between the Kings Beach Substation and Brockway Substation will be removed and the poles will be topped, leaving the distribution and telecommunications/cable underbuilt lines intact. Temporary impacts to the residences near Brockway Substation from conductor removal and topping the poles will include an increased dispersal of dust, noise, and odor that will be localized, temporary, and short-term. These impacts are described more thoroughly in Section 4.3 Air Quality and Section 4.11 Noise.

Because the 650 Line will be rebuilt in place and/or relocated within an existing easement that parallels existing linear features, no new physical divisions of established communities will occur. As a result, there will be no impact.

132/650 Line Double-Circuit

On the 132 Line, approximately 32 poles will be replaced and the line will be reconfigured to allow a double-circuit configuration with the 650 Line and operation at 120 kilovolt. The new, steel poles will be located within the existing 40-foot-wide easement, approximately 10 feet from the current wood pole locations. To accommodate construction, an additional 25 feet of temporary ROW will be required adjacent to the existing easement. As previously described, impacts from construction to the nearby residential and commercial areas will include an increased dispersal of dust, noise, and odor, and will be less than significant. While the 132 Line is located in a more populous, urbanized area, as compared to the other project components, all work will be conducted within, and immediately adjacent to, the existing easement held by SPPCo. As a result, there will be no impact.

NorthstarTap/Fold

The Northstar Fold will be constructed in a new 40-foot-wide easement located approximately 35 feet south of the existing Northstar Tap. Upon completion of the new Northstar Fold, the existing Northstar Tap will be removed. The alignment for the Northstar Tap and Fold generally follow existing dirt roads that traverse primarily undeveloped, forested land. The only developments in the vicinity are a small commercial/industrial storage area and horse stables, which are located north of the line. Because the Northstar Fold will be constructed adjacent to the existing easement for the Northstar Tap and because the area is not located within an established community, no physical divisions of established communities will occur.

Substations and Switching Stations

With the exception of the Kings Beach Substation, the upgrades and modifications to the substations and switching stations will take place within the current footprints of the existing facilities. Some activities at the Kings Beach Substation will take place outside of the existing substation footprint, but within the SPPCo-owned parcels.

Temporary transformers will be placed on an adjacent parcel to the south of the Tahoe City Substation. The site has been previously disturbed by construction activities. The site will be utilized for the installation of temporary transformers during the duration of construction. The site will be revegetated after the temporary transformers are removed so there is no long-term impact. In addition, locating temporary transformers on the adjacent site will not divide an established community because there is no development located at the site.

Because activities at the substations and switching stations will take place within or immediately adjacent to existing facilities and will be limited to SPPCo-owned land (except for the Tahoe Substation temporary transformer site), the proposed upgrades and modifications will not physically divide an established community.

Staging Areas

All of the staging areas proposed for use on this project are located in undeveloped and previously disturbed areas. Thus, temporary use of these areas during construction will not physically divide an established community and there will be no impact.

Operation and Maintenance – Less-than-Significant Impact

With the exception of portions of the new 625 Line, the Northstar Tap/Fold, and minor improvements to the 650 Line, the project components will be operated and maintained within existing easements held by SPPCo or on SPPCo-owned property. While a new, approximately 40-foot-wide, permanent easement will be required for the operation and maintenance of the new 625 Line and the Northstar Tap/Fold, the transmission line will be located in predominantly forested, undeveloped land and will follow existing linear features for much of its length. In addition, SPPCo operation and maintenance practices will not change significantly from existing practices, and will not result in any physical division of communities because they will be conducted within ROWs and substation facilities. Therefore, operation and maintenance of the proposed facilities will not result in a physical division of an established community.

Question 4.9b – Plans and Policy Conflicts – Less-than-Significant Impact

As discussed in Attachment 4.9-A: Policies Consistency Analysis, construction, operation, and maintenance of the project will not directly conflict with any environmental plans, policies, or regulations adopted by agencies with jurisdiction over local and regional land uses.

One project, development of the Tahoe City Transit Center, is located immediately adjacent to the existing and new 625 lines and the Tahoe City Substation. Construction will begin at the Tahoe City Transit Center in 2010 and be completed in early 2011. The Tahoe City Transit Center project will be completed by the time construction begins on any portion of the 625 and 650 Line Upgrade Project. However, there is a potential for conflicting uses at the Tahoe City

Transit Center site as SPPCo intends to use a portion of the parcel to temporarily place transformers during construction on the 625 Line and at the Tahoe City Substation. In order to ensure that the temporary transformers will not interfere with operation of the Tahoe City Transit Center, SPPCo will coordinate with the USFS and Placer County well in advance of construction to obtain permission to use the parcel. SPPCo will work to site the temporary transformers in undeveloped areas or in area designated for parking. As a result, the impact will be less than significant.

Question 4.9c – HCP or NCCP Conflicts – *No Impact*

The project components are not located within the boundaries of any HCP or NCCP areas. Thus, no impact will occur.

4.9.4 Applicant-Proposed Measures

Because there will be no new physical divisions of existing communities or direct conflicts with land use plans and policies from implementation of the project, no avoidance or minimization measures are proposed.

4.9.5 References

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ATTACHMENT 4.9-A: POLICIES CONSISTENCY ANALYSIS

Attachment 4.9-A: Policies Consistency Analysis

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Aesthetics				
United States (U.S.) Forest Service (USFS)	Tahoe National Forest (TNF) Land and Resource Management Plan, 2005	Maintain visual quality at the visual quality objective (VQO) level specified in each management area, as a minimum, but maintain higher visual quality wherever practical and compatible with other goals (USDA, 2005, p. 98).	Yes	Only a small portion of the project passes through the Tahoe National Forest. Of this, less than 0.3 mile of the 650 Line passes through an area with a VQO of Retention or the equivalent of a High Scenic Integrity Objective (SIO) (in the Martis Valley area). The remainder of the Tahoe National Forest through which the 625 and 650 Line Upgrade Project (project) passes has a VQO of Partial Retention or the equivalent of a Moderate SIO. Areas designated with High SIO are expected to appear intact; however, given the presence of existing transmission facilities, these areas do not currently meet the standard designated by the USFS. The Martis Valley visual simulation, Figure 4.1-17, shows that the project will result in a minor incremental change that will not cause a noticeable deviation in the landscape character (see Section 4.1.3).
USFS	Land Resource Management Plan: Lake Tahoe Basin Management Unit (LTBMU), 1988	Visual Goal - Maintain an attractive forest appearance by meeting or exceeding established visual quality objectives (p. IV-10).	Yes	The VQO for most of project area within the Lake Tahoe Basin Management Unit is designated as Partial Retention (SIO equivalent of Moderate) and a small part of the project area is designated as Retention (SIO equivalent of High). The SIO of Moderate allows for the presence of some deviations to the natural landscape provided they are visually subordinate. As shown in the visual simulations, Figures 4.1-10 and 4.1-12, the project is generally a visually subordinate landscape element, and, with the implementation of applicant-proposed measure (APM)-AES-06 and APM-AES-09, will meet the USFS objectives. Areas designated with a High SIO are expected to appear intact; however, given the presence of existing transmission facilities, these areas do not currently meet the standard designated by the USFS. As shown in the visual simulations, Figures 4.1-11, 4.1-12, and 4.1-13, in some locations the proposed project will result in a positive visual change where the project structures will be located to reduce their visibility. In this respect, the project will result in an improvement in the visual quality that will bring the area closer to meeting the scenic integrity objectives, as discussed further in Section 4.1.3. The project does not result in a net negative visual effect on USFS land; however, it does not completely bring the landscape into compliance. As discussed in Section 4.1.1 Methodology, APM-AES-02, APM-AES-03, and APM-AES-06 are aesthetic mitigation measures designed to minimize the project's effect on visual conditions in the landscape setting. Visual simulation figures 4.1-8, 4.1-14 and 4.1-15, demonstrate that in some locations on USFS lands, the project will result in a positive visual effect on scenic views. Additionally, the project will use existing ROWs where practical.
USFS	LTBMU Forest Plan – Forest-wide Standards and Practices	Include mitigation measures for all activities where the activity would alter the landscape beyond the adopted VQO. Locate all types of transmission lines outside of view areas where possible and require joint use of existing rights-of-way (ROWs) unless the proponent can clearly show joint use is not practical.	Yes	

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
		<p>Ensure that existing aboveground utilities will normally be undergrounded by priorities established in the R-5 Undergrounding Master Plan.</p> <p>C. Landscaping: The following should be considered with respect to this design component of a project:</p> <ol style="list-style-type: none"> 1) Native vegetation should be utilized whenever possible. 2) Vegetation should be used to screen parking and to alleviate long strips of parking space. 3) Plants should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture (p. II-49) 	Yes	<p>The project involves modifications to an existing aboveground utility line and substation facilities. Due to high costs, steep topography, and rock-covered terrain, undergrounding the project is not feasible on USFS land.</p> <p>Areas disturbed by construction will be recontoured to blend with adjacent topography and revegetated with native seed mixes. For sites within the Lake Tahoe Basin, this seed mix will be determined in coordination with the Tahoe Regional Planning Agency (TRPA).</p> <p>Where planting is proposed as part of aesthetic mitigation measures, as in APM-AES-05 and APM-AES-09, native species will be used (refer to Section 4.1.4 Applicant-Proposed Measures).</p>
USFS (cont.)	LTBMU Forest Plan – Forest-wide Standards and Practices (cont.)	<p>D. Lighting: Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be considered:</p> <ol style="list-style-type: none"> 1) Exterior lighting should be minimized with an emphasis on safety and should be consistent with the architectural design. 2) Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well placed, low intensity lights. 3) Lights should not blink, flash, or change intensity (p. II-49) 	Yes	<p>Lighting will only be installed at the Tahoe City and Kings Beach substations, will conform to TRPA guidelines, and will be used on an as-needed basis only and not for continuous nighttime use. Exterior lighting will consist of one downward directed lamp, utilizing a 500-watt halogen bulb, located at the control building. Existing structures and landscaping will largely screen substation lighting, and new landscaping proposed at the Tahoe City Substation as part of APM-AES-05 will further screen views of lighting from outside the facility. Therefore, new lighting will be minimized and compatible with the surrounding area.</p>
		<ol style="list-style-type: none"> 1. All proposed development shall examine impacts to the identified landscape views from roadways, bikepaths, public recreation areas, and Lake Tahoe (p. IV-21) 2. Any development proposed in areas targeted for scenic restoration or within a unit highly sensitive to change shall demonstrate the effect of the project on the 1982 Travel Route Ratings of the Scenic Thresholds (p. IV-22) 	Yes	<p>Section 4.1.3 includes an evaluation of impacts to views from public areas. In particular, key TRPA views have been analyzed and generally determined to be positively affected by the project.</p> <p>The project is not a new development. As demonstrated in the visual simulations, particularly Figures 4.1-7, 4.1-14, and 4.1-15, implementation of the project will result in the improvement of some TRPA-identified key views.</p>
		<p>Unit 15 - Tahoe Tavern: Recommendations for Improving Scenic Quality:</p> <p>d) Utility Lines: The remaining overhead utility lines should be placed underground. If undergrounding is not feasible, re-routing of the lines around the central business district is a possible solution (p. B-29)</p>	Yes	<p>The project involves modifications to an existing aboveground utility line in which undergrounding is not feasible. The existing and new lines run outside the central business district of Tahoe Tavern.</p>
TRPA	Regional Plan for the Lake Tahoe Basin, Scenic Quality Improvement Program, 1989	<p>g) Landscaping: Landscape improvements in accordance with Chapter 30 should be introduced around all structures to soften building contours and reduce the amount of paved and bare dirt areas (p. B—30)</p>	Yes	<p>APM-AES-05 proposes landscaping as part of project mitigation for the Tahoe City Substation in order to reduce the visibility of structures.</p>
		<p>Unit 14 – Tahoe City: Recommendations</p> <p>4) Utility Lines: Wherever possible, overhead utility lines should be placed underground (p. B-33)</p>	Yes	<p>The project involves modifications to an existing aboveground utility line in which undergrounding is not feasible. Visual simulation Figure 4.1-7 indicates that at some locations, the project will result in a positive visual change by reducing the number or visibility of utility poles seen in the Tahoe City area. APM-AES-08 calls for the careful siting of 625 Line poles along the Truckee River in order to minimize project visibility. Additionally, the project involves modifying an existing aboveground utility line and substation facilities. Due to high costs, steep topography, and rock-covered terrain, undergrounding the project is not feasible on USFS land.</p>

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA (cont.)	Regional Plan for the Lake Tahoe Basin, Scenic Quality Improvement Program, 1989 (cont.)	<p>Unit 40 – Brockway Cutoff: Recommendations Overhead utility lines should be placed underground wherever possible. Any utility lines which must be maintained above ground should be located away from the main corridor or screened so as not to detract from views or the overall visual quality of the area. Those existing lines that are located along the west side of the road are more prominent than those on the east side because they do not have the dark forest background to visually absorb them (p. B-78)</p> <p>Unit 42 – Outlet: Recommendations 1) Utility lines. Overhead utility lines should be placed underground wherever possible. Any utility lines which must be maintained above ground should be located away from the main corridor or screened so as not to detract from views or the overall visual quality of the area (p. B-81)</p> <p>22.5 Height Standards For Structures Other Than Buildings: Except as provided for in Section 22.6, no structure, other than a building, shall have a maximum height greater than 26 feet. 22.6 Additional Height For Certain Structures: The maximum height specified in Section 22.5 may be increased for communication towers, antennas, utility poles, special features of public safety facilities, ski lift towers, and other similar projects, excluding buildings and signs, up to the minimum height necessary to feasibly implement such projects. Additional height may be approved under the provisions of this section if TRPA makes findings (4) and (7) as set forth in Section 22.7. (4) The function of the structure requires a greater maximum height than otherwise provided for in this chapter. (7) The additional height is the minimum necessary to feasibly implement the project and there are no feasible alternatives requiring less additional height (p. 22-9)</p> <p>26.2 Sign Package Review: As an integral part of TRPA's review of a proposed new facility or development, or expansion of an existing use, or change in use not exempted under Chapter 4, or any sign project application, all locations and areas currently occupied, or intended to be occupied, by permanent signage on the project area shall be indicated on the submitted plans or drawings, together with the dimensions of each sign. Sign package review requirements shall not apply to sign project applications for a face change only, in existing sign structures approved by TRPA pursuant to this chapter. See also Subparagraph 26.3, below (p. 26-2)</p>	Yes	The project involves modifications to an existing aboveground utility line in which undergrounding is not feasible. Visual simulation Figures 4.1-13 and 4.1-14, indicate that the project will result in a positive visual change by reducing the number or visibility of utility poles seen in the Brockway Cutoff to Brockway Summit area, as discussed in Section 4.1.3.
TRPA	Regional Plan for the Lake Tahoe Basin: Code of Ordinances, 2004.		Yes	The project involves modifications to an existing aboveground utility line in which undergrounding is not feasible. Visual simulation Figure 4.1-7 illustrates that the project will result in a positive visual change by reducing the number or visibility of utility poles, as discussed in Section 4.1.3.
			Yes	The existing transmission poles have an average height of approximately 52 feet above ground; the new poles will be approximately 7 to 12 feet taller than the existing poles. Therefore, they will range in height from 50 to 87 feet. Under Section 22.6 of the Code of Ordinances, adding height to the transmission poles does not conflict with the policy because the project involves modification to an existing utility line and replacement of utility poles.
			Yes	Any signs to be permanently installed in TRPA's jurisdiction will be submitted to the TRPA for review prior to installation.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA (cont.)	Regional Plan for the Lake Tahoe Basin: Code of Ordinances, 2004 (cont.)	<p>30.8 Exterior Lighting Standards: In accordance with section 30.1, the following exterior lighting standards shall apply:</p> <p>30.8.A General Standards: The general standards are:</p> <p>(1) Exterior lights shall not blink, flash or change intensity. String lights, building or roofline tube lighting, reflective or luminescent wall surfaces are prohibited.</p> <p>(3) Parking lot, walkway, and building lights shall be directed downward.</p> <p>(4) Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 22.</p> <p>(5) Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited (p. 30-5 and 30-6)</p> <p>30.13.C. Scenic Highway Corridor Design Standards: All projects which are within the scenic highway corridors established in 30.13.A. shall meet the design standards listed in 30.13.C(1) and (2), in addition to other applicable design standards. All projects which are within the natural scenic highway corridor shall also meet the design standards listed in 30.13.C(3) in addition to other applicable design standards.</p> <p>(1) Utilities:</p> <p>(a) All new electrical lines which operate at 32 kilovolts or less, including service connection lines, shall be placed underground. Exceptions to this requirement may be allowed, provided TRPA finds that undergrounding would produce a greater environmental impact than above ground installation. If new electrical lines are permitted to be installed above ground, the new lines, poles, and hardware shall be screened from views from scenic highways to the maximum extent possible (p. 30-6 and 30-7)</p> <p>71.2.A Standards for Conservation and Recreation Lands: Within lands classified by TRPA as conservation or recreation land use or Stream Environment Zones, any live, dead or dying tree greater than or equal to 30 inches diameter at breast height (dbh) in westside forest types shall not be cut, and any live, dead or dying tree greater than or equal to 24 inches diameter at breast height in eastside forest types shall not be cut. Except as follows:</p> <p>(8) Large trees may be removed for large public utilities projects if TRPA finds there is no other reasonable alternative. (pp. 71-2 and 71-3)</p>	Yes	<p>Lighting will only be installed at the Tahoe City and Kings Beach substations and will conform to TRPA guidelines. Project lighting will be used on an as-needed basis only and not for continuous nighttime use. Exterior lighting will consist of one downward directed lamp, utilizing a 500-watt halogen bulb, located at the control building. Existing structures and landscaping will largely screen substation lighting, and new landscaping proposed at the Tahoe City Substation as part of APM-AES-05 will further screen views of lighting from outside the facility. Therefore, all new lighting will be in accordance with the TRPA Exterior Lighting Standards.</p> <p>State Routes (SR) 28, 89 and 267 are considered scenic corridors by the TRPA. Although the project crosses or lies near the SR 28, 89, and 267 corridors within the TRPA area, the project involves modifications to an existing aboveground utility line with a voltage greater than 32 kV.</p>
TRPA	Kings Beach Community Plan, 1996	<p>5. Complete the undergrounding of overhead utilities for Kings Beach. Undergrounding of utilities on State Route 267 should be given priority, with the back-street areas to follow.</p> <p>a. Policy: Pursuant to the general recommendations for scenic improvements in Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is part of an undergrounding program or the undergrounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan (p. 16)</p>	Yes	<p>The project involves modifications to an existing aboveground utility line located along local Kings Beach streets and not along SR 267 in Kings Beach. Visual simulation Figure 4.1-11 demonstrates that in some locations in Kings Beach where the project involves combining the 625 and 650 lines on a single set of poles, the project will reduce the existing level of visual clutter and improve the landscape setting.</p>

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA (cont.)	Tahoe City Community Area Plan, 1994 (cont.)	<p>5. Complete the undergrounding of overhead utilities for downtown Tahoe City.</p> <p>a. Policy: Pursuant to the general recommendations for scenic improvements in Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is part of an undergrounding program or the under grounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan (p. II-4)</p> <p>8. Preserve and enhance scenic views to Lake Tahoe and to other prominent areas of special interest.</p> <p>a. Policy: Projects located between the designated scenic corridors and Lake Tahoe or the Truckee River shall not cause a reduction of the views of Lake Tahoe or the Truckee River from the corridors. TRPA may consider as an alternative, offsite improvements if it is determined there is a net increase in the lake views or river views within the scenic unit (p. II-5)</p> <p>5. Complete the undergrounding of overhead utilities for downtown Tahoe City.</p> <p>a. Policy: Pursuant to the general recommendations for scenic improvements in Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is part of an undergrounding program or the under grounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan (p. II-4)</p> <p>(iii) Utility Lines. The undergrounding of overhead utility lines that run along SR 89 would improve the visual quality of the corridor (p. IV-17)</p> <p>(a) Utility Lines. Overhead utility lines should be placed underground wherever possible. Any utility lines which must be maintained above ground should be located away from the main corridor or screened so as not to detract from views or the overall visual quality of the area (p. IV-19)</p> <p>Policy 1.F.3. The County shall require public facilities, such as wells, pumps, tanks, and yards, to be located and designed so that noise, light, odors, and appearance do not adversely affect nearby land uses (p. 40-41)</p> <p>1.K.1. The County shall require that new development in scenic areas (e.g., river canyons, lake watersheds, scenic highway corridors, ridgelines and steep slopes) is planned and designed in a manner which employs design, construction, and maintenance techniques that:</p> <ol style="list-style-type: none"> Avoids locating structures along ridgelines and steep slopes; Incorporates design and screening measures to minimize the visibility of structures and graded areas; Maintains the character and visual quality of the area (p. 43) 	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>	<p>The project involves modifications to an existing aboveground utility line in which undergrounding is not feasible. Visual simulation Figures 4.1-6 and 4.1-7 indicate that at some locations, the project will result in a positive visual change by reducing the number or visibility of utility poles seen in the Tahoe City area.</p> <p>The project does not interfere with scenic views to Lake Tahoe or other prominent scenic areas, as discussed in Section 4.1.3.</p> <p>The project involves modifications to an existing aboveground utility line where undergrounding is not feasible. However, as shown in visual simulation Figure 4.1-7, in some cases in the Tahoe City area, the project will result in a positive visual change by reducing the number or visibility of utility poles.</p> <p>The project involves modifications to an existing aboveground utility line where undergrounding is not feasible. Figure 4.1-7 demonstrates that the project will improve views from SR 89 by relocating the existing utility poles.</p> <p>The project involves modifications to an existing aboveground utility line where undergrounding is not feasible.</p> <p>The project modifies existing transmission facilities. In order to minimize impacts on adjacent properties and public views, landscape screening is proposed as part of the project mitigation. (see APM-AES-05 in Section 4.1.4)</p> <p>The project involves modifications to existing transmission facilities and is not a new development. Additionally, grading, excavation, and other ground disturbing activities will be limited to those necessary to install or remove the poles and reclaim workites. Areas disturbed by construction will be recontoured to blend with adjacent topography and revegetated with native seed mixes.</p>
Placer County	General Plan, 1994		Yes	

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Placer County (cont.)	General Plan, 1994 (cont.)	<p>1.K.5. The County shall require that new roads, parking, and utilities be designed to minimize visual impacts. Unless limited by geological or engineering constraints, utilities should be installed underground and roadways and parking areas should be designed to fit the natural terrain (p. 44)</p>	Yes	<p>No new permanent roads or parking facilities will be installed as part of the project. Existing dirt and paved roads will be utilized during construction activities. New temporary spur roads will be built from access roads to the construction ROW; however, these roads will be reclaimed upon the completion of construction. Parking during construction activities will generally occur within the project ROW or designated staging areas in a manner so as not to impede traffic and in accordance with encroachment permits. In addition, although undergrounding the utility lines is not feasible, implementation of measures discussed in Section 4.1.4, will minimize visual impacts.</p>
		<p>1.L.3. The County shall protect and enhance scenic corridors through such means as design review, sign control, undergrounding utilities, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, and land conservation contracts (p. 44)</p> <p>1.O.9. The County shall discourage the use of outdoor lighting that shines unnecessarily onto adjacent properties or into the night sky (p. 49)</p>	Yes	<p>Although the project does not underground utilities, at some locations, the project will result in changes that will enhance existing visual conditions of county scenic corridors, as depicted in visual simulation Figures 4.1-7, 4.1-12 and 4.1-14.</p> <p>Lighting will only be installed at substations and will conform to TRPA guidelines. Project lighting will be used on an as-needed basis only.</p> <p>As discussed in Section 4.1.4, SPPCo will use the following design standards to minimize the impact of utility structures from these scenic corridors:</p>
Placer County	Placer County Design Standards and Guidelines for the Lake Tahoe Region Including the Community Plan Areas, 1994	<p>Chapter 10 Scenic Highway Corridors (TRPA Only) State Route 28, 89 and 26 are listed as scenic highway corridors. Utility Guidelines (p. 10-5) A. Minimize Visual Impact of Utility Lines and Poles. Site utility lines and poles out of the viewshed of the highway using one or more of the following methods: 1) Use landform and vegetation to provide screening and visually absorb utility lines. 2) Use dark colors with flat finishes that blend with the forest landscape on utility poles and all hardware or appurtenances. Utility lines should also be of a dark color. 3) Run the lines and poles along a secondary street using the screening opportunities of existing structures and vegetation. 4) Hang all utility lines vertically on one pole, thereby minimizing the visual mass associated with the horizontal crossbar. Sierra Pacific Power Company specifies this pole design on many of its jobs.</p>	Yes	<ul style="list-style-type: none"> • APM-AES-05 proposes landscaping as part of project mitigation for the Tahoe City substation in order to provide screening and reduce the potential visibility of structures. • Replacement poles are dark-colored weathered steel. Replacement conductors will be non-specular. (see APM-AES-02 and 03) <p>The Figure 4.1-7 simulation indicates that where the replacement line is located along SR 89, the poles are generally positioned to minimize visibility from the roadway (see Section 4.1.3). Along SR 267, APM-AES-07 calls for the careful siting of poles to minimize their visibility from the roadway (see Section 4.1.4).</p> <p>SPPCo will hang all transmission lines vertically on one pole rather than use horizontal crossbars.</p>
		B. Use Non-Specular Lines.	Yes	APM-AES-03 proposes that replacement conductors be non-specular.
Placer County	Martis Valley Community Plan, 2003	C. Install and Maintain Plumb Poles.	Yes	Poles will be installed and maintained as plumb.
		Policy 4.A.9. The County shall prohibit the use of outdoor lighting that shines unnecessarily onto adjacent properties or into the night sky (p. 38)	Yes	No substations or lighting will be installed in the Martis Valley area. As part of the project, lighting will only be installed at substations and be used on an as-needed basis only.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Placer County (cont.)	Martis Valley Community Plan, 2003 (cont.)	4.B.5. The County shall require that new roads, parking, and utilities be designed to minimize visual impacts. Unless limited by geological or engineering constraints, utilities should be installed underground and roadways and parking areas should be designed to fit the natural terrain (p. 39)	Yes	In general, existing roads will be used to access the project work areas and all new roads will be temporary. No permanent parking areas will be established as part of this project. The project involves replacing an existing utility line. Visual simulation Figures 4.1-15 and 4.1-16, demonstrate that the project's visual effect will be incremental and will not substantially alter the existing visual character or quality of the Martis Valley landscape setting.
Town of Truckee	Truckee General Plan, 2006	P5.7 Require buffering, screening, setbacks, and other measures for new and expanded industrial uses adjacent to residential neighborhoods to minimize impacts and compatibility conflicts (p. 2-57)	Yes.	The project involves modification of existing transmission facilities and is not a new development.
		P2.8 Coordinate opportunities for undergrounding existing aboveground utilities with trenching for other utility maintenance and installation, and street improvements (p. 3-32)	Yes.	Based on information available at the time of preparation of this document, the project will not be constructed at the same time as any street improvements in the project area, and therefore, cannot be coordinated with these activities.
		P3.4 Require preservation of existing vegetation on sites along Interstate-80 (I-80) to screen existing and new development visible from I-80. Where necessary, require additional landscaping to screen buildings and other facilities. Accommodation shall be made to permit visibility of signage for approved Highway Commercial uses in areas where such uses are specifically permitted (p. 3-33)	Yes.	SPPCo will limit the amount of vegetation removal only to the areas necessary for construction. Areas disturbed by construction activities will be recontoured and revegetated with native seed mixes. No new signage is proposed along the I-80 corridor as part of the project.
		P4.2 Require light fixtures to be designed and sited so as to minimize light pollution, glare, and light trespass into adjoining properties (p. 3-34)	Yes.	Lighting proposed as part of the project will only occur at the substations. It will be directed downward and on site in order to minimize off-site visibility and will not be utilized continuously.
Air Quality		Goal CC-14 Enhance the character and qualities of the Brockway Road Corridor as a gateway to Truckee (p. 3-48)	Yes.	Although the 132 Line will cross Brockway Road, it is an existing transmission line that will be modified. Replacement structures visible from Brockway Road will generally appear similar in scale and form to existing structures.
		Policy 14.1 Preserve and enhance the open character and qualities of the Brockway Road Corridor by including appropriate buffering and screening from the road corridor, and interspersing development areas or nodes with green space (p. 3-48)	Yes.	Replacement structures of the 132 Line visible from Brockway Road will generally appear similar in scale and form to existing structures. (see Section 4.1.3)
TRPA	Regional Plan	Transportation and air quality measures aimed at reducing airborne emissions of oxides of nitrogen in the Lake Tahoe Basin shall be carried out.	Yes	SPPCo intends to implement the air quality protection measures outlined by the Placer County Air Pollution Control District (PCAPCD), Northern Sierra Air Quality Management District (NSAQMD), and TRPA, as appropriate. In addition, APM-AIR-12 through APM-AIR-15 will reduce the emissions of nitrogen oxides.
Town of Truckee	Truckee General Plan	P13.3 Require all construction projects to implement dust control measures to reduce particulate matter emissions due to disturbance of exposed top-soils. Such measures would include watering of active areas where disturbance occurs, covering haul loads, maintaining clean access roads, and cleaning the wheels of construction vehicles accessing disturbed areas of the site.	Yes	SPPCo intends to implement the air quality protection measures outlined by the PCAPCD, the NSAQMD, and TRPA, as appropriate. SPPCo will also implement APM-AIR-01 through APM-AIR-11

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Biological Resources				
USFS	TNF Forest Plan	<p>Ensure the conservation of plant species and their essential habitats wherever they occur, as required by the Forest Service Manual policies and standards.</p> <p>Minimize damage to residual vegetation by controlling skid road location and practicing directional felling within meadow edges. Locate roads away from meadow edges where alternative routes are available.</p> <p>Eliminate motorized vehicle use in riparian areas and wetlands except on system roads and designated routes and stream crossings.</p>	Yes	<p>SPPCo will limit the amount of vegetation removal, grading, and excavation to only the areas necessary for construction. Areas disturbed by construction activities will be recontoured and revegetated with native seed mixes. Exclusion zones will be established around any identified rare plants as described in APM-BIO-02 and APM-BIO-09. In the event that a rare plant may be impacted by construction activities, all attempts to relocate individuals will be made. Additional information regarding the conservation of plant species and their essential habitats is outlined in Section 4.4 Biological Resources.</p> <p>Riparian vegetation and wet meadow habitat will be protected and managed for wildlife by limiting tree removal to only the areas necessary for construction. In addition, trees or poles slated for removal near aquatic resources and associated riparian habitat or wet meadows will be felled away from the resource wherever possible. Skidding of trees will be avoided in waters of the U.S., including wetlands, unless the channel is dry or lined with snow. As further described in APM-HYD-07, SPPCo will construct temporary access roads to access either side of the resource or utilize existing bridges, where feasible, in order to cross these features to minimize the need to install temporary bridges. If there are no existing crossings and the construction of temporary roads may cause greater resource impact, SPPCo will install timber mats or other materials suitable for a temporary bridge.</p> <p>SPPCo will minimize vehicle and equipment usage within stream channels and other aquatic resources to only those pieces of equipment required for tree removal or to establish access. As further described in APM-HYD-07, SPPCo will construct temporary access roads to access either side of the resource or utilize existing bridges, where feasible, in order to cross these features, to minimize the need to install temporary bridges. If there are no existing crossings and the construction of temporary roads may cause greater resource impact, SPPCo will install timber mats or other materials suitable for a temporary bridge. If bridges are installed over streams with discernable flow, all attempts will be made to span the channel.</p>

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
USFS	LTBMU Forest Plan	<p>Require non-degradation of existing deciduous tree types, wetland, and meadow habitat.</p>	Yes	<p>To minimize impacts to wetlands and wet meadows, work in these areas will be scheduled to coincide with the features being dry, to the extent possible, to minimize work in saturated soil conditions. If work must occur in wet conditions, timber mats will be installed along vehicle and equipment access routes to minimize rutting, as described in APM-HYD-06. Disturbed wetland and meadow areas will be restored to pre-project conditions and seeded with a native annual species to stabilize the soils and minimize the introduction of noxious weeds. The seed mix will be determined in coordination with the USFS and TRPA, as appropriate. In accordance with the U.S. Army Corps of Engineers' (USACE) "no net loss" policy, all permanent wetland impacts will be mitigated at a minimum 1:1 ratio, as described in APM-BIO-30 and APM-HYD-08.</p>
		<p>No logging, vehicle use, or other disturbances would be permitted in the nest stands for spotted owl from April 1 to June 30.</p>	Yes	<p>No vegetation treatments will occur within 0.25 mile of active California spotted owl nests during the breeding season (March 1 to August 31), unless surveys confirm the birds are not nesting. As described in APM-BIO-11, APM-BIO-12, and APM-BIO-13, a qualified biologist will have the ability to amend the start and end dates of seasonal closures with concurrence from the USFS if it can be determined that breeding has not started or that fledglings have left the nest. If the location of a nest site within a Protected Activity Center (PAC) is unknown, surveys will be conducted to locate the nest stand and determine nesting status, or, as an alternative to surveys, an activity buffer will be applied to the 0.25-mile area surrounding the PAC. As stated in the LTBMU Forest Plan, the activity buffer may be waived for vegetation treatments of limited scope and duration when a biological evaluation determines that the project is unlikely to result in breeding disturbance considering its intensity, duration, timing, and specific location. Where a biological evaluation concludes that a nest site will be shielded from planned activities by topographic features that will minimize disturbance, the buffer distance may be modified in coordination with the USFS.</p>
		<p>Modify or exclude uses not compatible with survival of threatened or endangered species.</p>	Yes	<p>With the implementation of APM-BIO-09, APM-BIO-11 through APM-BIO-17, and APM-BIO-22, impacts to threatened and endangered species will be minimized. Through the consultation process with U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG), SPPCo will ensure that the survival of threatened and endangered species is not jeopardized by the project activities.</p>
		<p>Require use of plant species native to the area or species approved for local use when revegetating disturbed sites and landscaping improvements.</p>	Yes	<p>Areas disturbed by construction activities will be recontoured and revegetated with native seed mixes. The seed mix will be determined in coordination with the USFS and TRPA as appropriate.</p>

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA	Regional Plan	6. The use of fertilizer within the Tahoe Region shall be restricted to uses, areas, and practices identified in the Handbook of Best Management Practices (BMPs). Fertilizers shall not be used in or near stream or drainage channels, or in stream environment zones, including setbacks, and in shoreline areas. Fertilizer used for maintenance of preexisting landscaping shall be minimized in stream environment zones and adjusted or prohibited if found, through evaluation of continuing monitoring results, to be in violation of applicable water quality discharge and receiving water standards.	Yes	SPPCo will use the TRPA's BMP Manual should the use of fertilizer become necessary for the restoration of disturbed areas.
		7. Disturbance or removal of forest litter should be avoided to promote the natural catchment of nutrients.	Yes	SPPCo will minimize the amount of brush and tree clearing, grading, and excavation to only the areas necessary for construction. To facilitate revegetation, control erosion, and capture nutrients, salvaged brush and wood chips may be respread in disturbed areas during reclamation and after seeding, where approved by landowner and agency agreements.
		8. Revegetation of disturbed sites shall require the use of species approved by the Agency.	Yes	Areas disturbed by construction activities will be recontoured and revegetated with native seed mixes. The seed mix will be determined in coordination with the TRPA for sites within the Lake Tahoe Basin.
		9. All proposed actions shall consider the cumulative impact of vegetation removal with respect to plant diversity and abundance, wildlife habitat and movement, soil productivity and stability, and water quality and quantity.	Yes	Cumulative impacts to plant diversity and abundance, wildlife habitat and movement, soil productivity and stability, and water quality and quantity as a result of vegetation removal are analyzed in Section 4.17 Cumulative Impacts.
		1. Allow for a sufficient number and appropriate distribution of snags throughout the region's forests to provide and maintain habitat for species dependent on such features.	Yes	Downed snags will not be removed from the project area unless removal is necessary to facilitate construction. In these areas, the snags will be moved to the side of the ROW during construction and replaced once construction activities have been completed.
		2. Allow for an appropriate amount, level, and distribution of coarse woody debris (downed woody material) throughout the region's forests to maintain biological integrity, to stabilize soil, and to afford a reasonable level of fire safety.	Yes	As described in Chapter 3 – Project Description, salvaged brush and wood chips may be respread in disturbed areas after seeding to encourage revegetation, where approved by landowner and agency agreements.
		4. Retain large trees as a principal component of late seral/old growth ecosystems.	Yes	The removal of old-growth trees will be required for construction of the project. To compensate for permanent removal of old-growth trees within designated PACs and Home Range Core Areas (HRCAs), SPPCo will conduct additional protocol-level surveys. This effort is in support of the USFS's goal of locating the best suitable habitat in the area for the establishment of additional California spotted owl and northern goshawk PACs and HRCAs, consistent with APM-BIO-13. SPPCo will coordinate with the USFS prior to conducting these surveys to identify areas of interest and existing surveys in these areas, if any.
		1. All proposed actions shall consider impacts to wildlife.	Yes	Impacts to wildlife identified in Section 4.4 Biological Resources, will be reduced through the implementation of the measures outlined in APM-BIO-09 through APM-BIO-22.
		2. Riparian vegetation shall be protected and managed for wildlife.	Yes	Riparian vegetation will be protected and managed for wildlife by limiting tree removal to only the areas necessary for construction. In addition, trees or poles slated for removal near an aquatic resource will be felled away from the resource wherever possible, as discussed in APM-BIO-28.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
		<p>1. Endangered, threatened, rare, and special interest species shall be protected and buffered against conflicting land uses.</p>	Yes	The transmission lines and substations are currently existing (except for the new location of the 625 Line) so there will be no new land use conflicts, as discussed in Section 4.9 Land Use. Additionally, impacts to special-status species will be minimized through the implementation of APM-BIO-02, APM-BIO-09, and APM-BIO-11 through APM-BIO-17.
		<p>1. Restore all disturbed stream environment zone lands in undeveloped, unsubdivided lands, and restore 25 percent of the Stream Environment Zone (SEZ) lands that have been disturbed, developed, or subdivided.</p>	Yes	Per APM-BIO-36 and APM-HYD-04, any disturbance to stream channels, stream banks, and riparian areas caused by tree and pole removal, pole installation, or temporary access will be restored to pre-project conditions following construction.
TRPA (cont.)	Regional Plan (cont.)	<p>5. No new land coverage or other permanent land disturbance shall be permitted in stream environment zones except for those uses as noted in A-E below:</p> <p>A. Public outdoor recreation facilities are permissible uses in stream environment zones if:</p> <ol style="list-style-type: none"> 1. The project is a necessary part of a public agency's long range plans for public outdoor recreation; 2. The project is consistent with the recreation element of the regional plan; 3. The project, by its very nature, must be sited in a stream environment zone; 4. There is no feasible alternative which would reduce the extent of encroachment in stream environment zones; 5. The impacts are fully mitigated; 6. Stream environment zone lands are restored in the amount of 1.5 times the area of stream environment zone which is disturbed or developed by the project. <p>B. Public service facilities are permissible uses in stream environment zones if:</p> <ol style="list-style-type: none"> 1. The project is necessary for public health, safety, or environmental protection; 2. There is no reasonable alternative, including spans, which avoids or reduces the extent of encroachment in stream environment zones; 3. The impacts are fully mitigated; and 4. Stream environment zone lands are restored in the amount of 1.5 times the area of stream environment zone which is disturbed or developed by the project. <p>C. Projects which require access across stream environment zones to otherwise buildable sites are permissible in SEZs if:</p>	Yes	The project involves replacing existing poles within SEZ lands. However, impacts to SEZ lands will be temporary. In addition, the SEZs will be fully restored to preconstruction conditions. These measures are described in APM-HYD-04, APM-HYD-05, and APM-HYD-07.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA (cont.)	Regional Plan (cont.)	<p>1. There is no reasonable alternative, which avoids or reduces the extent of encroachment in the SEZ;</p> <p>2. The impacts are fully mitigated; and</p> <p>SEZ lands are restored in the amount of 1.5 times the area of stream environment zone which is disturbed or developed by the project.</p> <p>D. New development may be permitted in man-modified stream environment zones where:</p> <ol style="list-style-type: none"> 1. The area no longer exhibits the characteristics of a stream environment zone; 2. Further development will not exacerbate the problems caused by development in stream environment zones; 3. Restoration is infeasible; and 4. Mitigation is provided to at least partially offset the losses which were caused by modification of the stream environment zones. <p>E. Stream environment zone restoration projects and erosion control projects.</p>		
TRPA	Burton Creek Plan Area Statement (PAS)	4. Logging road spurs in this area should be scarified and revegetated (p. 2)	Yes	In general, existing roads will be used to access the project work areas and all new roads will be temporary. Temporary spur roads will only be used during construction activities and will be returned to preconstruction conditions once project activities have been completed.
Placer County	General Plan ¹	<p>6.A.1 The County shall require the provision of sensitive habitat buffers which shall, at a minimum, be measured as follows: 100 feet from the centerline of perennial streams, 50 feet from centerline of intermittent streams, and 50 feet from the edge of sensitive habitats to be protected including riparian zones, wetlands, old growth woodlands, and the habitat of rare, threatened or endangered species (see discussion of sensitive habitat buffers in Part I of this Policy Document). Based on more detailed information supplied as a part of the review for a specific project, the County may determine that such setbacks are not applicable in a particular instance or should be modified based on the new information provided. The County may, however, allow exceptions, such as in the following cases:</p> <ol style="list-style-type: none"> a. Reasonable use of the property would otherwise be denied; b. The location is necessary to avoid or mitigate hazards to the public; c. The location is necessary for the repair of roads, bridges, trails, or similar infrastructure; or d. The location is necessary for the construction of new roads, bridges, trails, or similar infrastructure where the County determines there is no feasible alternative and the project has minimized environmental impacts through project design and infrastructure placement. 	Yes	Some of the existing poles that will be replaced are located in sensitive habitat, however, the project has been sited in the area because there is no feasible alternative. Project impacts will be minimized by project design and the placement of the new poles, which will avoid sensitive areas to the extent possible. Additionally, while the upgrades and modifications proposed for this project are necessary to maintain reliable electric transmission to the north Lake Tahoe area, SPPCo will minimize vehicle and equipment usage within stream channels and other aquatic resources to only those pieces of equipment required for tree removal or to establish access. As further described in APM-HYD-07, SPPCo will construct temporary access roads to access either side of the resource or will utilize existing bridges, where feasible, in order to cross these features, to minimize the need to install temporary bridges. If there are no existing crossings and the construction of temporary roads may cause greater resource impact, SPPCo will install timber mats or other materials suitable for a temporary bridge. If bridges are installed over streams with discernable flow, all attempts will be made to span the channel. Impacts to special-status species and associated habitat will be minimized through the implementation of measures outlined in APM-BIO-09, APM-BIO-12 through APM-BIO-17, and APM-BIO-22.

¹ Policies found in the Placer County General Plan containing a discussion on “development” were interpreted as residential and commercial development; therefore, policies discussing development were excluded from this evaluation.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Placer County (cont.)	General Plan (cont.)	6.B.1 The County shall support the “no net loss” policy for wetlands regulated by the USACE, USFWS, and the CDFG. Coordination with these agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed	Yes	SPPCo will obtain permits from appropriate regulatory agencies prior to commencing work in waters of the U.S. or waters of the state. Following construction, SPPCo will restore any impacted waterways and wetlands to pre-project conditions and compensate for any permanent wetland impacts in accordance with the “no net loss” policy. Measures to protect aquatic resources in the project area are specifically outlined in APM-BIO-30 and APM-HYD-08.
Town of Truckee	Truckee General Plan	P5.3 Protect to the extent possible federal or state-designated endangered, threatened, special status or candidate species.	Yes	With the measures outlined in APM-BIO-09 through APM-BIO-17, impacts to all identified federal or state-designated endangered, threatened, special status, or candidate species will be minimized to the greatest extent possible. Through the consultation process with the USFWS and CDFG, SPPCo will ensure that impacts to threatened and endangered species are minimized.
		P5.4 Support efforts to eradicate invasive and noxious weeds and vegetation on public and private property.	Yes	To support the efforts to eradicate invasive and noxious weeds and vegetation, SPPCo will conduct a noxious weed inventory in the project area during the appropriate blooming period. In addition, APM-BIO-02 through APM-BIO-08 will be implemented to minimize (and avoid where possible) the spread of invasive and noxious weeds during construction.
Cultural Resources				
TRPA	Regional Plan	1. Historical or culturally significant landmarks in the Basin shall be identified and protected from indiscriminate damage or alteration.	Yes	No eligible historical resources or historic properties were encountered within the Area of Potential Effect (APE) for the existing 625 Line, new 625 Line, Northstar Tap, the 132 Line/650 Line Double-Circuit, or the substations and switching stations. One National Register-eligible property—archaeological site CA-PLA-6—is located within the APE for the 650 Line. The project has the potential to disturb the site by grading, excavation, and other ground disturbing activities. If this site cannot be avoided, SPPCo will implement APM-CUL-01, including the implementation of a data recovery plan for the portions of the site that will be impacted by construction; as described in Section 4.5.4 Applicant-Proposed Measures.
Placer County	Tahoe City General Plan	Evaluate project activities in light of potential adverse impacts on cultural resources and avoid such conflicts.	Yes	Project activities will avoid cultural resource sites to the extent possible. Where avoidance of these sites is not possible, SPPCo will implement APM-CUL-01 through APM-CUL-05, including preparation of a detailed test excavation plan to evaluate the sites that will be impacted, a data recovery plan for sites determined to be eligible, and a more detailed treatment plan for historic-era refuse deposits.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Town of Truckee	Truckee General Plan	P19.2 Require an archaeological survey by a qualified professional whenever there is evidence of an archaeological or paleontological site within a proposed project area, is determined to be a high likelihood for occurrence of such sites, or where a project involves substantial site disturbance.	Yes	A field survey conducted in the project area identified 10 previously recorded sites. The survey crew also found and documented 21 previously unrecorded sites or features and a single isolated artifact. To protect these sites during construction, SPPCo will implement APM-CUL-02 through APM-CUL-05, which include ceasing work in the vicinity of the find and contacting a qualified historical archaeologist to evaluate the significance of the discovery and provide recommendations for the protection of the resource. In addition, if fossils or other paleontological resources are encountered during construction, all work will be halted within a 30-foot radius of the find, and a qualified paleontologist will evaluate the significance of the resource, as described in APM-CUL-05.
Geology and Soils				
USFS	TNF Forest Plan	Avoid unstable areas or provide special treatment to avoid triggering mass movement.	Yes	Construction activities will include excavation and grading activities. These activities could alter existing slope profiles, making them unstable as a result of over-excavation of slope material, steepening of the slope, or increased loading. However, as described in APM-GEO-01, a geotechnical survey of pole installation sites will be conducted prior to construction to identify and evaluate potentially unstable areas where landslides could occur. As a result, the project will not trigger mass soil movement.
USFS	LTBMU Forest Plan	<p>Allow no land-disturbing activities on land classed as extremely unstable, unless a geotechnical investigation determines certain activities are appropriate.</p> <p>Where soils are susceptible to compaction and puddling, minimize the area covered by heavy equipment or operate when soils are least susceptible to damage.</p> <p>Prohibit [permanent] road building in areas of high mass soil instability. Areas of moderate instability will be engineered to protect water quality and scenic value. Site-specific geotechnical analysis will be used to provide recommendations for road building.</p>	Yes	As described in APM-GEO-01, to minimize impacts, a geotechnical survey of pole installation sites will be conducted prior to construction to identify and evaluate potentially unstable areas.
		<p>Work in areas with saturated soil conditions will be scheduled to coincide with dry conditions to the extent possible. A Stormwater Pollution Prevention Plan (SWPPP) will be implemented and will contain measures to address working in wet conditions.</p> <p>In general, existing roads will be used to access the project work areas and all new roads will be temporary. In addition, a geotechnical analysis of the pole installation sites will be conducted prior to construction to identify potentially unstable areas, as described in APM-GEO-01. This survey will be used in the design and siting of new temporary and permanent access roads to pole work areas and other project locations.</p>	Yes	

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
		<p>Stabilize cut and fill slopes, protect drainage structures and drainage ways, provide sediment trapping devices, install in-filtration trenches. Obliterate and stabilize unneeded roads.</p>	<p>Yes</p>	<p>The project will be constructed in accordance with the conditions in the project's SWPPP. The SWPPP will detail the BMPs that will be implemented to minimize erosion and topsoil loss, stabilize areas of ground disturbance, reduce sediment transfer, and control stormwater flow from the project site. In addition, impacts to aquatic resources will be minimized by limiting heavy equipment usage on the banks and channels to only those pieces required for tree removal, pole removal and installation, or to establish access. Trees and poles will be felled away from stream channels wherever possible, consistent with APM-HYD-04 and APM-HYD-07. Where access is required across stream channels with discernable flow, all attempts will be made to span the channel. Furthermore, disturbed areas will be reclaimed and stabilized with permanent erosion controls once construction has been completed.</p>
<p>USFS (cont.)</p>	<p>LTBMU Forest Plan (cont.)</p>	<p>Locate and design temporary roads with the least amount of cut and fill, and the fewest stream or water channel crossings, so that the land can be restored with no permanent impact.</p>	<p>Yes</p>	<p>All temporary roads will be designed and located in areas with the least amount of cut and fill. Where access is required in steep terrain, the access roads may be leveled at two separate heights to minimize the amount of material removed. As further described in APM-HYD-07, SPPCo will construct temporary access roads to access either side of stream channels or utilize existing bridges, where feasible, in order to cross these features, to minimize the need to install temporary bridges. If there are no existing crossings and the construction of temporary roads may cause greater resource impact, SPPCo will install timber mats or other materials suitable for a temporary bridge. If bridges are installed over streams with discernable flow, all attempts will be made to span the channel. In addition, disturbed areas will be reclaimed and stabilized with permanent erosion controls once construction has been completed.</p>
		<p>Limit construction to slopes of less than 30% except for short segments where necessary to bridge steep terrain within otherwise moderately sloped areas Allow reconstruction of roads on slopes exceeding 30% where BMPs are fully utilized to mitigate impacts.</p>	<p>Yes</p>	<p>As stated in APM-GEO-01, a geotechnical analysis of the pole installation sites will be conducted prior to construction to identify potentially unstable areas. Where overland access is not feasible due to terrain and slope, SPPCo intends to utilize helicopters to deliver and remove construction material from work sites. In addition, the project will be constructed in accordance with the conditions of the project's SWPPP. The SWPPP will detail the BMPs that will be implemented to minimize erosion, topsoil loss, stabilize areas of ground disturbance, reduce sediment transfer, and control stormwater flow from work sites and access roads.</p>
		<p>Prohibit soil disturbing activities from October 15 to May 1 of each year. Waivers will be granted individually. Assure that permanent or temporary erosion control measures are in place for the winter season.</p>	<p>Yes</p>	<p>Construction in areas with saturated soil conditions will be scheduled to coincide with dry conditions to the extent possible. Where soil disturbance is required after October 15, SPPCo will coordinate with the USFS to obtain a waiver. The project will be constructed in accordance with the conditions in the project's SWPPP. The SWPPP will detail the BMPs that will be implemented to minimize erosion and topsoil loss, stabilize areas of ground disturbance, reduce sediment transfer, and control stormwater flow from work sites and access roads. In addition, the SWPPP will contain measures that must be implemented when working in wet weather or saturated soil conditions and guidelines for winterizing disturbed areas.</p>

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
USFS (cont.)	LTBMU Forest Plan (cont.)	Ensure that temporary erosion control measures will be place prior to commencing any soil disturbing activities.	Yes	The project will be constructed in accordance with the conditions in the project's SWPPP. The SWPPP will detail the BMPs that will be implemented to minimize erosion, topsoil loss, stabilize areas of ground disturbance, reduce sediment transfer, and control stormwater flow from the project site. The SWPPP will specify that appropriate erosion control measures must be in place prior to the commencement of soil disturbance.
		Maintain protective groundcover (duff, litter, or slash) or vegetative cover to minimize soil erosion. Areas in which the soil resource is continuously impacted by recreation use will be considered an ongoing priority.	Yes	SPPCo will minimize the amount of brush and tree clearing, grading, and excavation to only the areas necessary for construction. Where disturbance is required to establish access to pole work sites, forest duff, litter, snags, and slash will be salvaged and stored on the side of the ROW during construction. Wood chips may also be spread out in disturbed areas for erosion control purposes to a maximum depth of 3 inches. To facilitate revegetation, control erosion, and capture nutrients, salvaged brush and wood chips will be respread in disturbed areas during reclamation and after seeding, where approved by landowner and agency agreements.
USFS (cont.)	LTBMU Forest Plan (cont.)	Minimize soil displacement when grading slopes or when piling brush or slash.	Yes	SPPCo will minimize the amount of brush and tree clearing, grading, and excavation to only the areas necessary for construction. As specified in the project's SWPPP, vegetation clearing and grading activities will be conducted in a manner that minimizes soil displacement, and appropriate BMPs will be implemented to minimize soil transfer and off-site sedimentation.
		Where past management activities have reduced soil productivity, improve soil productivity by respreading displaced topsoil, by using tillage to increase porosity, by increasing nutrient supplies through the addition of fertilizer (utilizing the TRPA guidelines for fertilizer use), or by increasing nutrient holding capacity through the addition of organic matter.	Yes	Prior to excavation, topsoil will be salvaged, where present, from the area to be excavated and any areas that will be used for spoil storage. Topsoil will be stored within the pole work area and kept separate from subsoil material, and respread following pole installation to facilitate revegetation of the work site. Where disturbance is required to establish access or pole work sites, forest duff, litter, snags, and slash will be salvaged prior to grading and excavation and stored on the side of the ROW during construction. To facilitate revegetation, control erosion, and capture nutrients, salvaged brush and wood chips will be respread in disturbed areas during reclamation and after seeding, where approved by landowner and agency agreements. SPPCo will use the TRPA's BMP Manual should the use of fertilizer become necessary for restoration of disturbed areas.
TRPA	Regional Plan	6. Grading, filling, clearing of vegetation (which disturbs soil), or other disturbances of the soil are prohibited during inclement weather and for the resulting period of time when the site is covered with snow or is in a saturated, muddy, or unstable condition. Special regulations and construction techniques will apply to all construction activities occurring between October 15 and May 1.	Yes	Construction in areas with saturated soil conditions will be scheduled to coincide with the dry season—September until the first rain/snow—to the extent possible. Where soil disturbance is required after October 15, SPPCo will coordinate with the TRPA to review the project's SWPPP, which will outline the measures that will be implemented when working in wet weather or saturated soil conditions.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA (cont.)	Regional Plan (cont.)	<p>2. All persons who own land and all public agencies which manage public lands in the Lake Tahoe Basin shall put BMPs in place; maintain their BMPs; protect vegetation on their land from unnecessary damage; and restore the disturbed soils on their land.</p>	Yes	<p>The project will be constructed in accordance with the conditions in the project's SWPPP. The SWPPP will detail the BMPs that will be implemented to minimize erosion, topsoil loss, stabilize areas of ground disturbance, reduce sediment transfer, and control stormwater flow from the project site. In addition, areas disturbed by construction activities will be recontoured and restored to their restored to pre-project conditions.</p>
Placer County	General Plan	<p>8.A.1. The County shall require the preparation of a soils engineering and geologic-seismic analysis prior to permitting development in areas prone to geological or seismic hazards (i.e., groundshaking, landslides, liquefaction, critically expansive soils, avalanche).</p> <p>8.A.5. In landslide hazard areas, the County shall prohibit avoidable alteration of land in a manner that could increase the hazard, including concentration of water through drainage, irrigation, or septic systems; removal of vegetative cover; and steepening of slopes and undercutting the bases of slopes.</p>	Yes	<p>Consistent with APM-GEO-01, SPPCo will secure a registered professional engineer to conduct a geotechnical analysis and prepare a Geotechnical Report that will be used to develop the final design of all project components to ensure that the potential for landslides, slope instability, seismic events, and differential settling, and all applicable codes and seismic standards are adequately addressed in the design and construction of the project. The final design will be reviewed and approved by a Professional Engineer registered in the State of California prior to construction.</p>
		<p>8.A.9. The County shall require that the location and/or design of any new buildings, facilities, or other development in areas subject to earthquake activity minimize exposure to danger from fault rupture or creep.</p>	Yes	<p>SPPCo will secure a registered professional engineer to conduct a geotechnical analysis and prepare a Geotechnical Report that will be used to develop the final design of all project components to ensure that the potential for landslides, slope instability, seismic events, and differential settling, and all applicable codes and seismic standards are adequately addressed in the design and construction of the project (as stated in APM-GEO-01). If this analysis identifies any landslide hazard areas, SPPCo will utilize helicopters to deliver material and poles to the work sites as opposed to building temporary roads. Grading, excavation, and other ground disturbing activities will also be limited to those necessary to install or remove the poles and reclaim the work sites.</p> <p>The transmission lines and substations will be engineered to withstand strong ground movement and moderate ground deformation. Incorporation of standard engineering practices will ensure that people or structures will not be exposed to hazards associated with strong seismic ground shaking.</p>
Town of Truckee	Truckee General Plan	<p>P12.2 Require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conforms with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control BMPs.</p>	Yes	<p>The project will be constructed in accordance with the conditions in the project's SWPPP. The SWPPP will detail the BMPs that will be implemented to minimize erosion, topsoil loss, stabilize areas of ground disturbance, reduce sediment transfer, and control stormwater flow from the project site. In addition, the project will be designed to conform to natural contours wherever possible. SPPCo will minimize the amount of brush and tree clearing, grading, and excavation to only the areas necessary for construction.</p>

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Hazards and Hazardous Materials				
USFS	LTBMU Forest Plan	Do not allow solid and liquid wastes to be discharged on or in the soil or water, with the exception of vegetative debris from forest management practices, clean earth and rock disposed of in approved locations, and wastes for which special waivers have been granted by state water quality protection agencies.	Yes	SPPCo will develop a Spill Prevention Control and Countermeasure Plan for each substation, which will contain the proper procedures for storage, handling, spill response, and disposal of hazardous materials, including fueling, maintenance, spill containment, leak inspection, and clean-up procedures. The plans will also identify the spill-response materials that must be maintained in vehicles and at substation sites during construction. These plans will be implemented during project construction. Further, all transformers will be equipped with secondary containment basins to contain any leaks and spills. Construction of the project will result in waste generated from the use of portable chemical toilets. No hazardous materials are required for operation and maintenance other than the fluids that are currently used to operate maintenance vehicles, which include gasoline, diesel, antifreeze, motor oil, transmission fluid, etc. Impacts of which will be minimized with the implementation of a SPCC Plan for each substation.
Placer County	General Plan	<p>8.D.2. The County shall limit land uses in airport safety zones to those uses listed in the applicable airport comprehensive land use plans (CLUPs) as compatible uses. Exceptions shall be made only as provided for in the CLUPs. Such uses shall also be regulated to ensure compatibility in terms of location, height, and noise.</p> <p>8.G.1. The County shall ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.</p> <p>8.G.6. The County shall require secondary containment and periodic examination for all storage of toxic materials.</p>	Yes	The project components will be located in compatibility zones C, D, and E of the Truckee-Tahoe Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, they are not considered prohibited uses within these zones because they are characterized as critical community infrastructure. To ensure safety, SPPCo will consult with the Foothill Airport Land Use Commission on the height increase of the poles prior to construction of the project.
		8.G.6. The County shall require secondary containment and periodic examination for all storage of toxic materials.	Yes	SPPCo will use and dispose of hazardous materials in accordance with all local, state, and federal safety standards.
Hydrology				
USFS	TNF Forest Plan	To protect watershed resources, meet the following standards for road construction, road reconstruction, and road relocation: (1) design new stream crossings and replacement stream crossings for at least the 100-year flood, including bedload and debris; (2) design stream crossings to minimize the diversion of stream flow out of the channel and down the road in the event of a crossing failure; (3) design stream crossings to minimize disruption of natural hydrologic flow paths, including minimizing diversion of stream flow and interception of surface and subsurface water; (4) avoid wetlands or minimize effects to natural flow patterns in wetlands; and (5) avoid road construction in meadows.	Yes	SPPCo will not create any new permanent stream crossings and all temporary stream crossings will be designed to minimize the diversion of stream flow of the channel in the event of a crossing failure, per APM-HYD-07. Additionally, temporary streams will be designed to minimize the disruption of natural hydrologic flow paths. Because the project involves replacing existing poles, no changes to flow patterns will occur.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
USFS (cont.)	TNF Forest Plan (cont.)	<p>Ensure that culverts or other stream crossings do not create barriers to upstream or downstream passage for aquatic-dependent species. Locate water-drafting sites to avoid adverse effects to in stream flows and depletion of pool habitat. Where possible, maintain and restore the timing, variability, and duration of floodplain inundation and water table elevation in meadows, wetlands, and other special aquatic features.</p> <p>Use BMPs to meet water quality objectives and maintain and improve the quality of surface water on the Forest. Methods and techniques for applying the BMP will be identified and documented during project level environmental assessments and incorporated into the associated project plan and Implementation documents.</p>	Yes	<p>If culverts are required for the establishment of temporary access roads, they will be adequately sized to accommodate anticipated flows. If access is required through streams with discernable flow, temporary bridges will be installed, and all attempts will be made to span the channel. Work will also be scheduled to coincide with the dry season whenever possible. If work must occur in saturated soil conditions, the measures outlined in APM-HYD-06 will be implemented to minimize resource impacts. There will be no impacts to wetlands and wet meadows that would affect the timing, variability, and duration of floodplain inundation or water table elevation in these areas.</p>
USFS	LTBMU Forest Plan	<p>Implement BMPs to meet water quality objectives and maintain and improve the quality of surface water on the forest.</p>	Yes	<p>SPPCo will implement the project's SWPPP and associated BMPs during all stages of project construction to minimize water quality impacts.</p>
TRPA	Regional Plan	<p>2. Prohibit construction, grading, and filling of lands within the 100-year floodplain and in the area of wave run-up except as necessary to implement the goals and policies of the Plan. Require all public utilities, transportation facilities, and other necessary public uses located in the 100-year flood plain and area of wave run-up to be constructed or maintained to prevent damage from flooding and to not cause flooding.</p>	Yes	<p>There are several locations where poles will be installed within 100-year floodplains. However, the majority of the new poles will be located within 10 feet of the existing poles, will not be significantly larger in diameter, and will be too small to impede flood flows. The modifications at the substations will not result in an increase in flood hazards as the existing facilities are not located within or adjacent to any 100-year-flood zones. Therefore, the project will not be damaged by flooding or cause flooding in the project area.</p>
Placer County	General Plan	<p>1. The discharge of municipal or industrial wastewaters to the surface and groundwaters of the Lake Tahoe Region is prohibited, except for existing development discharging wastewaters under a state- or TRPA-approved disposal plan.</p> <p>6.A.5. The County shall continue to require the use of feasible and practical BMPs to protect streams from the adverse effects of construction activities and urban runoff and to encourage the use of BMPs for agricultural activities.</p>	Yes	<p>The project will not create industrial wastewater. The only potential discharge will be stormwater. SPPCo will implement the project's SWPPP to reduce stormwater discharge due to construction of the project and operation and maintenance of the substations. Additionally, BMPs will be used to ensure the protection of the water quality in the Lake Tahoe Region.</p> <p>SPPCo will implement the BMPs outlined in the project's SWPPP during all stages of project construction to reduce water quality impacts. The SWPPP will be developed based on the Regional Water Quality Control Board (RWQCB)'s BMP Manual and the TRPA's BMP Manual. In the event of a conflict between the two plans, the more stringent measure will apply.</p>

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Placer County (cont.)	General Plan (cont.)	6.A.7. The County shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian habitat.	Yes	Grading activities may occur in temporary work areas, helicopter landing zones, access roads, staging areas, and conductor pulling locations. However, to minimize the potential for sediment runoff, ground-disturbing work will be scheduled to coincide with the local dry season—summer and fall—to the greatest extent possible. If work must take place in saturated soil conditions, as described in APM-HYD-07, access will be limited to the minimum area feasible for construction and BMPs, including the use of wide-track or low ground pressure equipment, will be implemented.
		P4.5 Require new infrastructure and development to be designed and built to manage stormwater runoff and to minimize or eliminate harmful impacts to property prone to flooding, water quality, and riparian, wetland, and meadow habitats. When infrastructure is replaced or retrofitted, require the upgrading of stormwater management systems to minimize or eliminate these impacts.	Yes	SPPCo will implement the BMPs outlined in the project's SWPPP, which will be developed based on the RWQCB BMP Manual and TRPA BMP Manual, to manage stormwater runoff during construction. The majority of the new poles will be located within 10 feet of the existing poles; will not be significantly larger in diameter, and will be too small to impede flood flows. The modifications at the substations will not result in an increase in flood hazards as the existing facilities are not located within or adjacent to any 100-year-flood zones. Additionally, the substations will be designed to manage stormwater during operation and maintenance. Therefore, there will be no permanent impacts to flood flows or stormwater runoff as a result of the project.
Land Use		P11.2 Protect surface and groundwater resources from contamination from runoff containing pollutants and sediment, through implementation of the Lahontan RWQCB's BMPs.	Yes	SPPCo will implement the BMPs outlined in the project's SWPPP during all stages of project construction to reduce water quality impacts. In addition to the RWQCB's BMP Manual, the TRPA's BMP Manual will be used for work within the Lake Tahoe Basin. In the event of a conflict between the two plans, the more stringent measure will apply.
		TRPA	Regional Plan Update, 2009	Also, the Plan Update will prohibit new high-voltage utility lines and towers that are not required to serve the Tahoe Basin (i.e., lines which primarily serve areas outside the Basin).
TRPA	Regional Plan	Expansion of public services and facilities should be phased in to meet the needs of new development without creating inefficiencies from overexpansion or under-expansion.	Yes	The SPPCo 629 Line was upgraded in 2008. SPPCo is incrementally rebuilding the existing system in the north Lake Tahoe area. The 625 and 650 Line Upgrade Project is being proposed in response to current population projections and existing electrical demand in the north Lake Tahoe area. At a 1 percent load growth rate, the additional capacity provided by this project would meet the needs of the area for about 20 years. At a 2-percent load growth rate, the capacity would be sufficient for about 11 years.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA (cont.)	Regional Plan (cont.)	<p>2. No project may be approved unless it is found to comply with the Regional Plan and with any ordinances, rules, and regulations enacted to effectuate the Regional Plan.</p> <p>3. All capital improvement projects shall be designed and constructed in accordance with the Handbook of BMPs.</p>	Yes	SPPCo has met with the TRPA and fully intends to comply with the agency's Regional Plan and PASS where applicable.
TRPA	Tahoe City Community Area Plan	Relocate Power Substation - If possible, the relocation of the electrical substation by Fanny Bridge to the Chimney Site would be encouraged.	Yes	SPPCo owns the Tahoe City Substation parcel. Relocation of this facility would involve relocating the existing buried distribution feeders (some of which are buried within Fanny Bridge), which would create considerable disruption to the Tahoe City Wye intersection, and would incur tremendous costs. As a result, relocating the substation has not been proposed as part of this project.
Placer County	General Plan	<p>Utility Lines. Overhead utility lines should be placed underground wherever possible. Any utility lines which must be maintained above ground should be located away from the main corridor or screened so as not to detract from views or the overall visual quality of the area.</p> <p>1.F.3. The County shall require public facilities, such as wells, pumps, tanks, and yards, to be located and designed so that noise, light, odors, and appearance do not adversely affect nearby land uses.</p>	Yes	The cost of undergrounding the project is considered to be at least 10 times more expensive than overhead construction. Because the project involves upgrades to existing overhead transmission lines and existing substation facilities, the additional permanent visual impact will be minimal. In addition, there will be no new utility lines in Tahoe City's main corridor.
Placer County	Martis Valley Community Plan	1.10 It is recognized that in some cases, infrastructure and utilities must pass through sensitive areas. Where this is found to be acceptable, all feasible measures must be taken to minimize the impact and restore the disturbed area.	Yes	Construction will be temporary and short-term. Construction hours will also be limited to the hours specified by local noise ordinances to reduce noise, light, and odors near adjacent land uses. Operation and maintenance of the proposed facilities will not differ from what is already occurring for the existing facilities.
Minerals				
Town of Truckee	Truckee General Plan	<p>P6.2 Restrict permitted uses on lands mapped as important Mineral Resource Areas within the RC/OS land use designation to those compatible with mineral resource extraction activities.</p> <p>P6.3 Restrict permitted uses on lands containing important mineral resources within the PUB land use designation to those compatible with mineral extraction, except in cases where such uses offer public benefits that outweigh those of resource extraction.</p>	Yes	As described in Chapter 4 – Environmental Impact Assessment, SPPCo intends to implement APMs to reduce impacts in sensitive areas. All disturbed areas not required for operation and maintenance of the facilities will be restored to pre-project conditions.
Noise	Regional Plan	<p>3. Motor vehicles and motorcycles shall comply with the appropriate noise thresholds.</p> <p>4. Off-road vehicle use is prohibited in the Lake Tahoe Region except on specified roads, trains, or designated areas where the impacts can be mitigated.</p>	Yes	Although portions of the project (along the 132/650 Line Double-Circuit) will be located in an area mapped as an important mineral resource area, the project will be located in an existing ROW. Therefore, the mineral resources will not be impacted.
TRPA	Regional Plan	All internal combustion engine driven equipment will be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment, as described in APM-NOI-05. This measure will reduce the overall noise levels associated with the equipment.	Yes	Because the 132/650 Line Double-Circuit will be located within an existing ROW, important mineral resources will not be impacted.
			Yes	The use of vehicles and construction equipment will be limited to public roadways, project-specific access and spur roads, and the ROW.

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
TRPA (cont.)	Regional Plan (cont.)	<p>6. The Plan will permit uses only if they are consistent with the noise standards. Sound proofing practices may be required on all structures containing uses that would otherwise adversely impact the prescribed noise levels.</p> <p>9. A.2 The County shall require that noise created by new non-transportation noise sources be mitigated so as not to exceed the noise level standards of Table 9-1 as measured immediately within the property line of lands designated for noise-sensitive uses.</p>	Yes	As described in Section 4.11 Noise, the project will be in compliance with the prescribed TRPA noise standards.
Placer County	General Plan	<p>9. A.4 Impulsive noise produced by blasting should not be subject to the criteria listed in Table 9-1. Single event impulsive noise levels produced by gunshots or blasting shall not exceed a peak linear overpressure of 122 db, or a C-weighted Sound Exposure Level (SEL) of 98 dBC. The cumulative noise level from impulsive sounds such as gunshots and blasting shall not exceed 60 dB LCdn or CNELC on any given day. These standards shall be applied at the property line of a receiving land use.</p> <p>9. A.5 Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 9-1 at existing or planned noise-sensitive uses, the County shall require submission of an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design. The requirements for the content of an acoustical analysis are listed in Table 9-2.</p> <p>9. A.12 Where noise mitigation measures are required to achieve the standards of Tables 9-1 and 9-3, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.</p>	Yes	Blasting will not be implemented as a part of the project; instead, soundless chemical demolition agents will be utilized in rocky areas where normal excavation methods are unable to meet project excavation specifications.
		<p>P2.1 Require mitigation of all significant noise impacts as a condition of approval.</p>	Yes	APM-NOI-05 thorough APM-NOI-08 have been developed in order to reduce all noise from the project to the less-than-significant level.
		<p>P2.2 Require preparation of a noise analysis/acoustical study, which is to include recommendations for mitigation, for all proposed projects which may result in potentially significant noise impacts to nearby noise sensitive land uses such as residences.</p>	Yes	As described in Section 4.11 Noise, the project will be in compliance with the Town of Truckee's noise standards.
Town of Truckee	Truckee General Plan	<p>P2.3 Require preparation of a noise analysis/acoustical study, which is to include recommendations for mitigation, for all proposed development within noise-impacted areas that may be exposed to levels greater than "normally acceptable."</p>	Yes	As described in Section 4.11 Noise, the project will be in compliance with the Town of Truckee's noise standards and will not expose any noise-impacted areas to levels greater than "normally acceptable."

Agency	Plan	Policy Description	Consistency (Yes/No)	Explanation
Town of Truckee (cont.)	Truckee General Plan (cont.)	<p>P3.13 Require the following standard construction noise control measures to be included as requirements at construction sites in order to minimize construction noise impacts.</p> <ul style="list-style-type: none"> a. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. b. Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. c. Utilize “quiet” air compressors and other stationary noise-generating equipment where appropriate technology exists. d. The project sponsor shall designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the project site. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints. 	Yes	SPPCo will implement all of the standard construction noise-control measures to minimize construction noise impacts.
Transportation and Traffic				
Town of Truckee	Truckee General Plan	P3.2 Require the assessment of construction-related project impacts in traffic impact analyses that assesses and adequately mitigates the effect of construction traffic on the roadway network, as well as any potential disruption to or re-routing of traffic that might be needed during project construction.	Yes	Section 4.15 Transportation and Traffic discusses construction-related impacts to traffic. Although there will be a slight increase in traffic, which may be disrupted for short periods during some construction activities, warning signs and/or flagmen will be used to regulate traffic where necessary and to maintain a safe transportation corridor during construction. In addition, SPPCo will coordinate all temporary closures with local jurisdictional agencies and obtain encroachment permits, as required.
		P6.1 Locate, construct and maintain new roads and roadway improvements so as to prevent adverse impacts to water quality and significant biological, scenic and historic resources.	Yes	All new access roads will be designed and constructed to minimize adverse impacts to water quality and significant biological, scenic, and historic resources. As described in Chapter 4 – Environmental Impact Assessment, SPPCo intends to implement several APMs to reduce impacts in sensitive areas.
Town of Truckee	Truckee General Plan	P12.1 Discourage truck traffic through residential areas and the Downtown, and instead encourage trucks to use I-80 and State highways whenever possible.	Yes	Truck traffic will occur on I-80, SR 267, and SR 89, and may also occur within downtown and residential areas. Although most truck traffic will occur outside of downtown and residential areas, these areas may be subject to temporary traffic disruptions. Warning signs and/or flagmen will be used to regulate traffic where necessary to maintain a safe transportation corridor during construction.