PUBLIC DRAFT

Initial Study/Mitigated Negative Declaration/Initial Environmental Checklist

Tahoe City Downtown Access Improvements

February 2021

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Acronyms

AASHTO	American Association of State Highway and Transportation Officials
AB 32	California Global Warming Solutions Act of 2006
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
APCD	Air Pollution Control District
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQI	Air Quality Index
AQMD	Air Quality Management District
ATP	Active Transportation Plan for the Lake Tahoe Region
BAL	Base Allowable Land Coverage
bgs	Below Ground Surface
BMP	Best Management Practice
CAA	Federal Clean Air Act of 1970
CAAA	Federal Clean Air Act Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model Version 2016.3.2
CalRecycle	California Department of Resources, Recycling, and Recovery
Cal Tahoe	California Tahoe Emergency Services Operations Authority
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CCAA	California Clean Air Act of 1988
CCR	California Code of Regulations
CDFG	California Department of Fish and Game (Code)
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	Methane
CMAQ	Congestion Mitigation Air Quality
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society

CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
County	Placer County
CRHR	California Register of Historic Resources
CUP	Conditional Use Permit
CWA	Clean Water Act
dB/dBA	Decibel/A-weighted decibel
dbh	Diameter at Breast Height
DPM	Diesel Particulate Matter
DVTE	Daily Vehicle Trip Ends
EA	Environmental Assessment
EIP	TRPA Environmental Improvement Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ESA	Endangered Species Act
ESCP	Erosion and Sediment Control Plan
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FONSE	Finding of No Significant Effect
Forest Service	United States Department of Agriculture Forest Service
GHGs	Greenhouse Gases
HRA	Health Risk Assessment
IEC	Initial Environmental Checklist
IPaC	Information for Planning and Conservation
IS	Initial Study
ISA	Initial Site Assessment for Hazardous Waste
Lahontan Basin Plan	Water Quality Control Plan for the Lahontan Region
Lahontan Water Board	Regional Water Quality Control Board – Lahontan Region
LCD	Land Capability District
LCV	Land Capability Verification
LOP	Limited Operation Period
LOS	Level of Service
LTAB	Lake Tahoe Air Basin

LTBMU	USDA Forest Service Lake Tahoe Basin Management Unit
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MRF	Materials Recovery Facility
MUP	Minor Use Permit
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NDEP	Nevada Division of Environmental Protection
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NWPR	Navigable Waters Protection Rule
OES	Placer County Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PAC	Protected Activity Center
PAOT	Persons at One Time
PAS	Plan Area Statement
PBRSA	Pedestrian and Bicycle Road Safety Audit
PCAPCD	Placer County Air Pollution Control District
PCE	Perchloroethylene/Tetrachloroethylene
PCSP	Placer County Sustainability Plan
PIES	Public Improvements and Engineering Standards
PLRM	Pollutant Load Reduction Model
PM_{10}	Particulate Matter Less than 10 Microns in Diameter

$PM_{2.5}$	Particulate Matter Less than 2.5 Microns in Diameter
PPB	Parts per Billion
PPM	Parts per Million
PRC	Public Resource Code
Project	Tahoe City Downtown Access Improvements
QSP	Qualified SWPPP Developer
ROG	Reactive Organic Gases
ROW	Right-of-Way
RPM	Resource Avoidance and Protection Measure
RPU	TRPA 2012 Regional Plan Update
RTP	TRPA Regional Transportation Plan
RTTP	Resort Triangle Transportation Plan
SCH	State Clearinghouse
SEZ	Stream Environment Zone (TRPA)
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	Sulfur Dioxide
SQIP	Scenic Quality Improvement Program
SR	State Route
State Water Board	California State Water Resources Control Board
STPUD	South Tahoe Public Utility District
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminants
TBAP	Tahoe Basin Area Plan
TCMP	Tahoe City Mobility Plan
TCPUD	Tahoe City Public Utility District
TCR	Tribal Cultural Resource
TMDL	Total Maximum Daily Load
TMPO	Tahoe Metropolitan Planning Organization
TPZ	Timberland Production Zone
TRPA	Tahoe Regional Planning Agency
TRPA Code	TRPA Code of Ordinances
USEPA	United State Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Carbon
WQO	Water Quality Objective
µg/m3	Microgram per Cubic Meter

EXECUTIVE SUMMARY

The purpose of this Initial Study/Mitigated Negative Declaration/Initial Environmental Checklist (IS/MND/IEC) is to evaluate the potential environmental impacts of the Tahoe City Downtown Access Improvements (Project), which is Tahoe Regional Planning Agency (TRPA) Environmental Improvement Program (EIP) project number 03.02.01.0041 and Placer County project PJ00533. The Project is located in Tahoe City, Placer County, California, Section 6, Township 15 North, Range 17 East, Mount Diablo Base Meridian on United States Geological Survey (USGS) 1:24K topographic map of Tahoe City, California. According to the California Environmental Quality Act (CEQA) Guidelines Section 15063(c), one of the purposes of an IS is to provide a preliminary analysis of a proposed project to determine whether a Negative Declaration, MND, or Environmental Impact Report (EIR) should be prepared. The TRPA uses either an IEC or Environmental Assessment (EA) to determine whether an Environmental Impact Statement (EIS) should be prepared for a project or other matter. This document serves as a joint IS/IEC to analyze potential environmental impacts of the Project and is compliant with both CEQA and TRPA policies and guidelines.

Project Summary

Placer County, the CEQA Lead Agency, proposes implementation of TRPA EIP project 03.02.01.0041 to construct pedestrian, parking, and traffic flow improvements, as outlined in the Tahoe City Mobility Plan (TCMP) (Placer County and Tahoe City Public Utility District [TCPUD] 2016), which include the expansion of the existing public parking facility at Grove Street, improved pedestrian and bicycle access to Tahoe City commercial businesses, driveway and private parking reconfigurations, and construction of a section of Class 1 multi-use trail that is identified in the Active Transportation Plan (ATP) for the Lake Tahoe Region (TRPA 2018). The expansion of the existing public parking facility will serve adjacent recreation uses and facilities such as the dog park, ball field, and Tahoe City Golf Course, as well as other nearby recreation amenities. These improvements are expected to maintain and improve intersection level of service[1] (LOS) and provide for a minor reduction in vehicle miles traveled[2] (VMT) through redistribution of existing daily vehicle trips and reduced reliance on the private automobile to access the Tahoe City commercial corridor and nearby recreational uses.

Project features include expansion of the existing public parking facility from 61 parking stalls to 94 parking stalls and two (2) Americans with Disabilities Act (ADA) compliant parking stalls (96 parking stalls in total), an optional public restroom facility, up to three (3) electric vehicle charging stations, public safety lighting, two loading/delivery areas, stormwater improvements, landscaping, three (3) improved ingresses, and an approximately 1,255-linear-foot section of Class 1 multi-use trail. New permanent land coverage will result from expansion of the existing public parking facility and new section of Class 1 multi-use trail commencing at Grove Street, traversing the Tahoe City Golf Course parcel boundary with commercial businesses, and ending at the Tahoe City Lodge site. New land coverage that is classified as non-exempt by TRPA will be transferred in from land coverage removed, restored, and banked by Placer County's

[1] Although LOS is no longer used to support CEQA transportation analyses, LOS continues to be a metric used to assess TRPA Regional Plan conformance and TRPA Environmental Threshold attainment.

[2] In accordance with State Bill 743, by July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT. The impact of a proposed project on VMT is an important consideration both for purposes of the TRPA Regional Compact as well as for California and Placer County. As the Project will not change overall vehicle-trips to or from Tahoe City, the impact on VMT is limited to shifts in traffic movements within the immediate vicinity.

Snow Creek Restoration project. The Project design and proposal include compliance measures for clear conformance with federal, state, regional, and local regulations and ordinances.

Project construction requires private parcel easements. Also, as needed, temporary construction easements and/or rights of entry documents are planned for private property connections to the expanded public parking facility for landscaping, revegetation, and driveway repaving. The Project proposes no change to existing driveway ingress locations and would result in no change to the State Route (SR) 28 public right-of-way (ROW). Additionally, Project actions would create no change to the existing commercial buildings; these existing structures are within the Project area boundary but are excluded from the Project's disturbance area.

California Environmental Quality Act – Lead Agency

This IS/MND has been prepared pursuant to the CEQA, Public Resources Code (PRC) Section 21000-21177, and the CEQA Statue and Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). The Placer County Department of Public Works is the Lead Agency for the proposed Project. CEQA-defined levels of impact significance are as follows:

Impact Severity	Definition
No Impact	A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
Less than Significant Impact	"Less than Significant Impact" applies where the project's impact creates no significant impacts based on the criterion or criteria that sets the level of impact to a resource and require no mitigation to avoid or reduce impacts.
Less than Significant Impact after Mitigation	"Less than Significant Impact after Mitigation" applies where the incorporation of mitigation measures has reduced an effect from potentially "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
Significant Impact	"Significant Impact" is appropriate if there is substantial evidence that an effect is potentially significant, as based on the criterion or criteria that sets the level of impact to a resource. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

The decision to prepare an ND or MND is outlined in California Code of Regulations Section 15070:

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identifies potentially significant effects, but:

(1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

Section 15070 substantially mirrors the language of PRC Section 21080(c). Under subsection (a), an ND shall be adopted when the IS shows that a project may not have a significant effect on the environment.

Tahoe Regional Planning Agency – Lead Agency

Article VI of the TRPA Rules of Procedures presents the rules governing the preparation and processing of environmental documents pursuant to Article VII of the Bi-State Compact and TRPA Code of Ordinance (TRPA Code) Chapter 3. The Project is located within the jurisdictional boundary of the TRPA and is therefore required to comply with the environmental compliance guidelines of the agency. Except for planning matters, ordinary administrative and operational functions of TRPA, or exempt classes of projects, TRPA uses either an IEC or EA to determine whether an EIS shall be prepared for a project or other matter. TRPA Code Section 3.3.1, Initial Environmental Checklist, states that applicants for projects shall complete a TRPA IEC and shall submit the checklist as part of the project application:

A. The applicant shall describe and evaluate the significance of all impacts receiving "yes" answers.

B. The applicant shall describe and evaluate the significance of all impacts receiving "no with mitigation" answers and shall describe, in detail, the mitigation measures proposed to mitigate these impacts to a less than a significant level.

Based on the information submitted in the IEC, and other information known to TRPA, TRPA shall make one of the following findings and take the identified action:

1. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.6;

2. The proposed project could have a significant effect on the environment but, due to the listed mitigation measures that have been added to the project, the project could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.7; or

3. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with Code Chapter 3 and the Rules of Procedure, Article 6.

When the IEC is completed, TRPA reviews it to determine the adequacy and objectivity of the responses. When appropriate, TRPA consults informally with federal, state, or local agencies with jurisdiction over the project or with special expertise on applicable environmental impacts. This document serves as a joint IS/IEC to analyze potential environmental impacts of the Project and is compliant with both CEQA and TRPA policies and guidelines.

Environmental Factors Potentially Affected

The IS identifies physical, biological, and social factors that might be affected by the Project. In many cases, background and technical studies conducted during Project planning and design indicate no impacts. A "No Impact" answer reflects this determination. Where there is a need for clarifying discussion, the

discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The questions in this form are intended to encourage the thoughtful assessment of impacts but do not represent thresholds of significance. The environmental factors, if checked below, would involve at least one impact that is a "Potentially Significant Impact," as indicated by the CEQA Environmental Checklist (and/or TRPA IEC) analyses presented in Sections 3 through 23.

☐	Aesthetics	☐	Agriculture and Forest Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology / Soils	☐	Greenhouse Gas Emissions	☐	Hazards / Hazardous Materials
☐	Hydrology / Water Quality	☐	Land Use / Planning	☐	Mineral Resources
☐	Noise	☐	Population / Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities / Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance
		☐	None	☒	None with Mitigation Incorporated

MITIGATED NEGATIVE DECLARATION SCH No. TBD

Pursuant to Title 14 California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (CEQA), and based on the information contained in the attached Initial Study (IS), the determination is made that the Project would not have a significant adverse effect on the environment.

Project Name: Tahoe City Downtown Access Improvements (Project)

Project Location: The Project is located in Tahoe City, Placer County, California, and within the boundaries of the Placer County Tahoe Basin Area Plan (TBAP). The Project area is within Section 6, Township 15 North, Range 17 East, Mount Diablo Base Meridian of the Tahoe City United States Geological Survey (USGS) 1:24K topographic map of Tahoe City, California. The Project area can be accessed from State Route (SR) 28 and Grove Street.

Project Description: Placer County, the CEQA Lead Agency, proposes implementation of Tahoe Regional Planning Agency (TRPA) Environmental Improvement Program (EIP) project 03.02.01.0041 to construct pedestrian, parking and traffic flow improvements, as outlined in the Tahoe City Mobility Plan (TCMP) (Placer County and Tahoe City Public Utility District [TCPUD] 2016), which include the expansion of the existing public parking facility at Grove Street, improved pedestrian and bicycle access to Tahoe City commercial businesses, driveway and private parking reconfigurations, and construction of a section of Class 1 multi-use trail that is identified in the Active Transportation Plan (ATP) for the Lake Tahoe Region (TRPA 2018). The expansion of the existing public parking facility will serve adjacent recreation uses and facilities such as the dog park, ball field, and Tahoe City Golf Course, as well as other nearby recreation amenities. These improvements are expected to maintain and improve intersection level of service (LOS) and provide for a minor reduction in vehicle miles traveled (VMT) through redistribution of existing daily vehicle trips and reduced reliance on the private automobile to access the Tahoe City commercial corridor and nearby recreational uses.

Project features include expansion of the existing public parking facility from 61 parking stalls to 94 parking stalls and two (2) Americans with Disabilities Act (ADA) compliant parking stalls (96 parking stalls in total), an optional public restroom facility, up to three (3) electric vehicle charging stations, public safety lighting, two loading/delivery areas, stormwater conveyance and treatment improvements, landscaping, three (3) improved ingresses, and an approximately 1,255 linear foot section of Class 1 multi-use trail. New permanent land coverage will result from expansion of the existing public parking facility and new section of Class 1 multi-use trail commencing at Grove Street, traversing the Tahoe City Golf Course parcel boundary with commercial businesses and ending at the Tahoe City Lodge site. New land coverage that is classified as non-exempt by TRPA will be transferred in from land coverage removed, restored and banked by Placer County's Snow Creek Restoration project. The Project design and proposal include compliance measures for clear conformance with federal, state, regional and local regulations and ordinances.

Project construction requires private parcel easements. Also, as needed, temporary construction easements and/or rights of entry documents are planned for private property connections to the expanded public parking facility for landscaping, revegetation and driveway repaving. The Project proposes no change to existing driveway ingress locations and would result in no change to the SR 28 public right-of-way (ROW). Additionally, Project actions would create no change to the existing commercial buildings; these existing structures are within the Project area boundary but are excluded from the Project's disturbance area.

Findings: This Initial Study/Mitigated Negative Declaration/Initial Environmental Checklist (IS/MND/IEC) follows the standard content required for environmental documents under CEQA and the

TRPA Code of Ordinances (TRPA Code) and Rules of Procedure. This IS/MND/IEC is a full disclosure document, describing the Project and its potential environmental effects in sufficient detail to aid decision-making.

Based on the IS and IEC analyses and level of significance conclusions, the determination is made that the proposed Project may have potentially significant impacts on the environment. An Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) was determined to be unnecessary, as there are no potentially significant environmental effects associated with approval of the Project that could not be avoided, reduced, minimized, or otherwise mitigated to a less-than-significant level by the engineering design and through implementation of protect-specific compliance measures and resource specific mitigation measures. An MND has been prepared in accordance with CEQA statutes and a finding of no significant effect (FONSE) may be issued in accordance with TRPA Rules of Procedure Section 6.6. This conclusion is supported by the following findings:

- The Project will avoid potentially significant impacts or adequately and appropriately reduce, minimize, or mitigate potential impacts to a level of less than significant through the Project design and location and implementation of construction control measures, best management practices (BMPs), and resource protection measures (collectively called compliance measures) that have been built in to the Project proposal. As a result, the Project would have no impact or a level of less-than-significant impact on aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology, greenhouse gas emissions, land use and planning, minerals, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.
- In addition to the design features and compliance measures that are incorporated into the Project proposal, **Mitigation Measure LAND-1: Complete TRPA Soils/Hydro Report and Incorporate Recommendations into Subsequent Project Engineering Designs**, shall be implemented during subsequent design phases to inform the final Project location and design and avoid, reduce, and minimize the potential to adversely impact to soils and seasonal high groundwater to a level of less-than-significant during Project construction.
- In addition to the design features and compliance measures that are incorporated into the Project proposal, **Mitigation Measure HAZ-1: Conduct Soil Testing for PCE Detection Prior to Construction Contracting,** shall be implemented to avoid, reduce and minimize the potential for a release of a hazardous material, PCE, to a level of less-than-significant during Project construction.

CEQA Environmental Checklist Form:

Project Title:	**Tahoe City Downtown Access Improvements (Project)**
Lead agency name and address:	Placer County Department of Public Works Tahoe Engineering Division 7717 North Lake Boulevard (SR 28) Kings Beach, California 96143
Contact person and phone number:	Andy Deinken, Placer County Project Manager 530.581.6235
Project Location:	Tahoe City, Placer County, California at SR 28 and Grove Street
Project sponsor's name and address:	Placer County Public Works Department Tahoe Engineering Division 7717 North Lake Boulevard (SR 28)

	Kings Beach, California 96143 530.581.6238 (Phone) 530.581.6239 (Fax) https://www.placer.ca.gov/1492/Public-Works
General Plan description:	Town Center
Zoning:	Mixed Use Town Center Mixed Use Recreation Commercial Industrial Recreation Residential
Description of Project: (Describe the whole action involved, including but not limited to later phases of the Project, and any secondary, support, or off-site features necessary for its implementation.)	Refer to Section 1.0, Project Description, of the IS
Surrounding land uses and setting; briefly describe the Project's surroundings:	The Project Area, a portion of the Town Center, is surrounded by Public Use, Recreation, Commercial and Residential land uses and the State Route 28 right-of-way
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	Lahontan Regional Water Quality Control Board Tahoe City Public Utility District Tahoe Regional Planning Agency
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?	Yes, refer to Section 7.0, Cultural Resources, of the IS

Determination: On the basis of this initial evaluation,

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
■	**I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ **Date:** Feb. 9, 2021

Printed Name: Andrew P. Deinken **For:** Placer County

1.0 PROJECT DESCRIPTION

1.1 Introduction

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to assess the potential environmental effects of the Tahoe County Downtown Access Improvements (Project) in Tahoe City, California. An IS is a preliminary environmental analysis that is used by the lead agency as a basis for determining whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration (ND) is required for a project under California Environmental Quality Act (CEQA) guidelines. An IEC is a preliminary environmental analysis that is used for determining whether an Environmental Impact Statement (EIS), a Mitigated Finding of No Significant Effect, or a Finding of No Significant Effect (FONSE) is required for the Project under Tahoe Regional Planning Agency (TRPA) policies and guidelines. The IS and the IEC contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the Project's consistency with existing, applicable land use controls, and the names of persons who prepared the studies.

This IS/MND has been prepared pursuant to the CEQA, California Public Resource Code (PRC) §21000 et seq. The CEQA lead agency for this Project is Placer County Department of Public Works (Placer County). This document also serves as an IEC/FONSE prepared pursuant to the requirements of Article VI of the TRPA Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances (TRPA Code). TRPA serves as lead agency pursuant to its own regulations.

1.2 Project Summary

Placer County, the CEQA Lead Agency, proposes implementation of TRPA EIP project 03.02.01.0041 to construct pedestrian, parking and traffic flow improvements, as outlined in the Tahoe City Mobility Plan (TCMP) (Placer County and Tahoe City Public Utility District [TCPUD] 2016), which include expansion of the existing public parking facility at Grove Street, improved pedestrian and bicycle access to Tahoe City commercial businesses, driveway and private parking reconfigurations, and construction of a section of Class 1 multi-use trail that is identified in the Linking Tahoe: Active Transportation Plan (ATP) for the Lake Tahoe Region (TRPA 2018). The expansion of the existing public parking facility will serve adjacent recreation uses and facilities such as the dog park, ball field, and Tahoe City Golf Course, as well as other nearby recreation amenities. These improvements are expected to maintain and improve intersection level of service (LOS) and provide for a minor reduction in vehicle miles traveled (VMT) through redistribution of existing daily vehicle trips and reduced reliance on the private automobile to access the Tahoe City commercial corridor and nearby recreational uses.

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conformance with federal, state, regional and local regulations and ordinances. The Project's compliance measures are detailed in Section 1.11 of the Project Description.

1.3 Project Background

The Project would implement TRPA EIP project 03.02.01.0041 with the stated action priority of "Improving Transportation and Trail Connections," threshold categories "Air Quality" and "Water Quality," and Project duration of 2016 to 2023.

The TCMP (Placer County and TCPUD 2016) drew from the recommendations and improvements proposed through stakeholder involvement and public outreach meetings toward integrated parking and complete street enhancements for Tahoe City's commercial corridor. Refer to Section 1.7, Prior Public Involvement, for additional Project planning background. The Project would implement a component of the TCMP's integrated parking solution that more fully addresses the parking and circulation issues of the commercial core at Grove Street and SR 28 and enhance place-making along the street frontage (Placer County and TCPUD 2016: page 2). Additionally, the Project would implement Placer County project PJ00533.

Three (3) commercial property owners with existing driveways and ingress from SR 28 are coordinating with Placer County to develop new driveway connections to the proposed expansion of the public parking facility at Grove Street. Other commercial property owners have chosen not to participate in the Project; however, new driveway connections to commercial properties currently excluded from the Project area may be considered under a separate and future action, should those commercial property owner desire driveway connections to the expanded public parking facility.

1.4 Project Location, Setting, and Surrounding Land Uses

Figure 1 illustrates the Project vicinity. The Project is located in Tahoe City, Placer County, California. The Project area is within Section 6, Township 15 North, Range 17 East Mount Diablo Meridian of the Tahoe City United States Geological Survey (USGS) 1:24K topographic map. **Figure 2**, Project Area Location, depicts the extent of the Project area, which is entirely within the boundaries of the Placer County Tahoe Basin Area Plan (TBAP) area and designated as Town Center, Mixed-use Recreation and Mixed-use Residential land uses, with Mixed-use Town Center, Mixed-use Recreation, Commercial, Industrial, Recreation and Residential zoning. The Project area is adjacent to the Tahoe City Golf Course, Grove Street, and retail, professional, and tourist service commercial properties along the State Route (SR) 28 corridor.

Figure 1. Project Vicinity

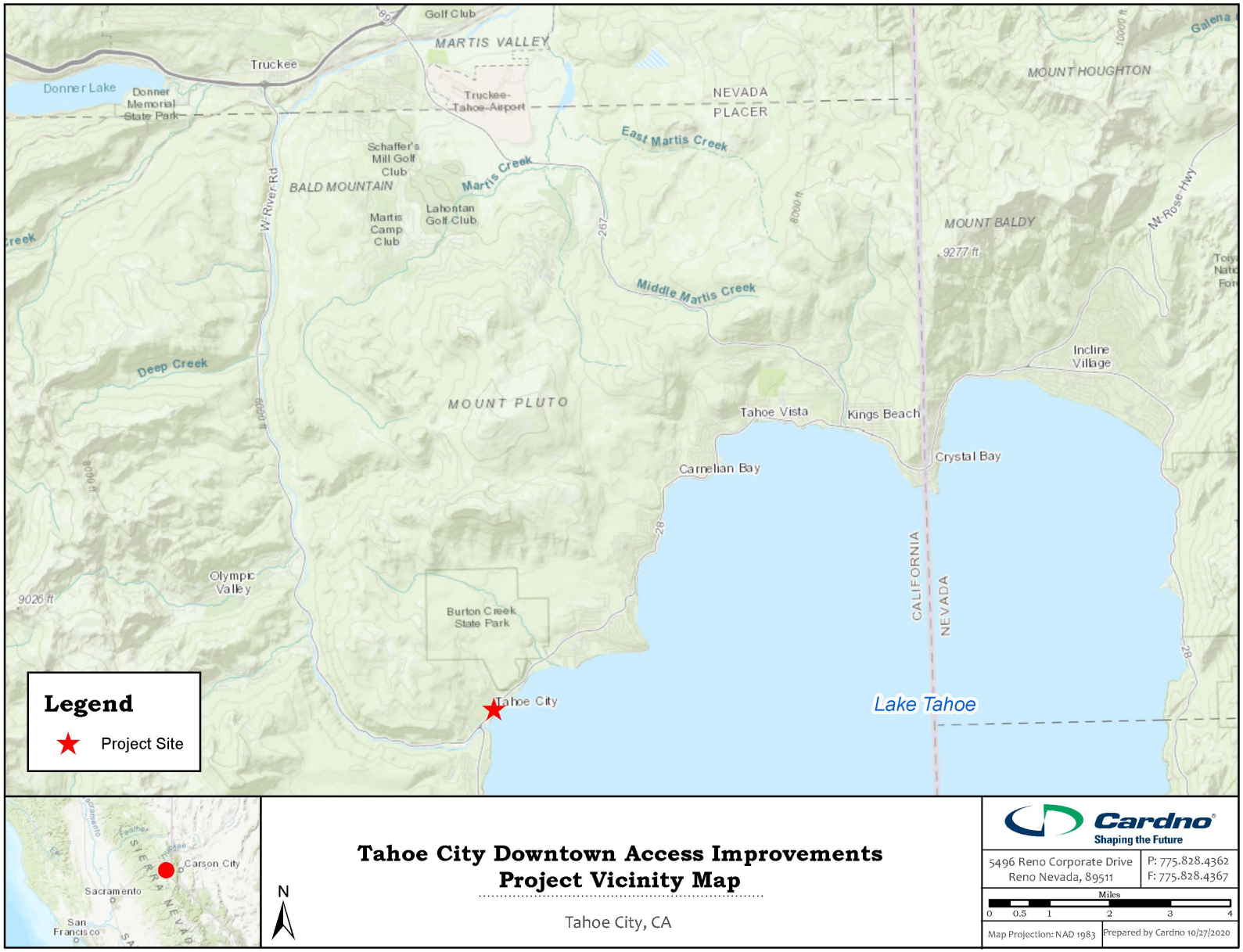
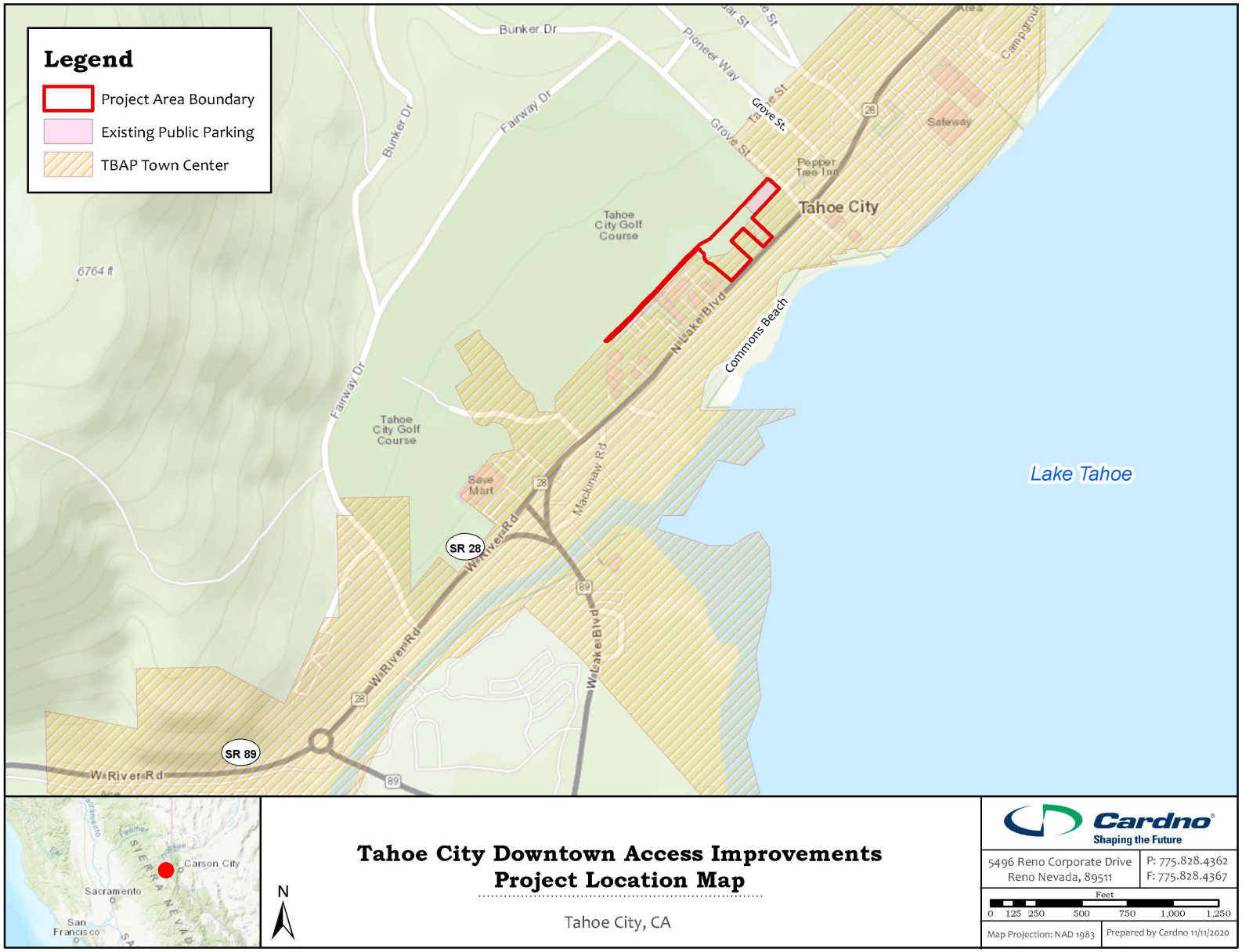


Figure 2. Project Area Location Map



1.5 Purpose and Need

As detailed in the TCMP, Tahoe City's commercial core area is a vibrant hub of activity, spurred on in recent years by improvements in parks and streetscape, private reinvestment, and growth in special events. These improvements have led to an increase in pedestrian and bicycle activity, parking needs, and vehicle traffic activity. The downtown area includes a number of commercial and recreational uses, which generate a large volume of pedestrian and bicycle activity, especially during peak summer periods. SR 28 separates the majority of parking in Tahoe City from Lake Tahoe, creating mobility and safety issues for both motorists and pedestrians. Through the development of the TBAP, Placer County considered the need to revisit parking requirements and strategies within Eastern Placer County and more specifically in Tahoe City and other communities around Lake Tahoe. This planning effort helped inform implementation of the integrated parking strategies described in the TCMP, including expanding the Grove Street public parking facility, connecting downtown core businesses with a pedestrian and bicycle trail along the Tahoe City Golf Course southern boundary, eliminating certain driveways to provide for more commercial and public gathering opportunities along SR 28, and evaluating funding and maintenance mechanisms of the parking and public amenity areas. The Project need is identified in the Pedestrian and Bicycle Road Safety Audit (PBRSA) prepared by the Federal Highway Administration (FHWA 2015) that identified key issues affecting pedestrian and bicycle mobility specific to Grove Street and SR 28 and recommended short-term and long-term improvements. The purpose of the Project is to implement the PBRSA recommendations to improve sidewalk connections and driveway ingress and egress. Additionally, the Project purpose is to promote the policies of and fulfill the goals and objectives of a number of regional and local plans and programs, including but not limited to, the following:

- TRPA Regional Transportation Plan (TRPA RTP);
- Tahoe Basin Area Plan (TBAP);
- TRPA EIP Project No.03.02.01.0041;
- Tahoe City Mobility Plan (TCMP);
- Tahoe Basin Area Plan (TBAP);
- Tahoe-Truckee Plug-in electric Vehicle Readiness Plan (TRPA and TDPUD 2017);
- Resort Triangle Transportation Plan (RTTP) (Placer County 2020);
- Placer County General Plan (General Plan); and
- Placer County Capital Improvement Program (Project No. PC3015).

1.6 Project Objectives

Project objectives include:

- Improve mobility and access for pedestrians and other Active Transportation users;
- Provide public parking for access to recreation amenities and commercial destinations; and
- Reduce vehicular congestion on SR 28.

1.7 Prior Public Involvement

As part of the process for developing the TBAP, the Tahoe City Town Center Visioning Options Report (Placer County 2013) was prepared to develop and provide visioning options for the core area of Tahoe City, the Town Center. A kick-off workshop sponsored by a downtown Tahoe City stakeholders group was conducted along with a three-day charrette held June 27-29, 2012. A final workshop presentation was held September 27, 2012 to present the revised Visioning Options and discuss how to move components of the

Visioning process forward. A County-sponsored follow-up public workshop was held on August 28, 2013 at the Granlibakken Lodge in Tahoe City to present the Tahoe City Vision Options Plan Review. Many community stakeholders participated in the visioning process. The visioning process examined the center of Tahoe City to identify improvements that could be made. The following vision principles that were identified would apply to the Project:

- Implement water quality and other environmental improvements as part of area-wide solutions that appropriately plan for development while helping to meet Thresholds and protecting Lake Tahoe and other natural resources.
- Encourage walkable retail at ground level with appropriate mixed-use reinforcing main street vitality and pedestrian activity.
- Create a more explorable and dynamic town form with side streets, while preserving Tahoe City's unique community character and providing for increased town center recreation – including golf and winter and shoulder season activities.
- Develop solutions at the community scale rather than relying on a parcel-by-parcel approach. (e.g., parking, snow storage, environmental restoration, coverage, BMPs).
- Enhance bicycle, transit and other alternative transportation modes as an essential part of a destination stay. Improve the flow of traffic through roadway design and community/shared-use parking.

Community and agency stakeholders and residents were involved throughout development of the TCMP (Placer County and TCPUD 2016) that identified the purpose and need for the Project. A majority support the need for shared parking in the commercial core and a trail between the commercial core and the golf course.

1.8 Current Public Involvement

Opportunities for public participation in the environmental document review process are provided in order to promote open communication and better decision-making. Persons and organizations having a potential interest in the Project are invited to provide comments during the 30-day comment period for the IS/IEC, as advertised in the Notice of Availability/Notice of Intent (NOA/NOI). Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion (NOC), to the California State Clearinghouse (SCH). In addition, copies of this document are available on the Project's website (https://www.placer.ca.gov/7098/Tahoe-City-Downtown-Access-Improvements) and will be distributed to other Lake Tahoe Basin reviewing agencies and interested individuals and entities for review.

After closure of the public review period, Lead Agency staff will consider comments received on the Public Draft IS/IEC. Lead Agency staff will then prepare an agenda item for the County Board of Supervisors that includes consideration of the IS/IEC and receipt of public comments. If the Board of Supervisors determines that the Project would not have significant adverse impacts after mitigation, the Board of Supervisors would certify the environmental document. Following Board of Supervisors adoption, the Notice of Determination (NOD) will be filed with the Placer County recorder-clerk and the SCH.

Pursuant to the TRPA's Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances, this IEC will be made available for public review to those entities that request copies. The IEC will be reviewed and approved at the staff level, and Project conditions issued at the staff level. If it is determined that significant adverse impacts would not result from the Project after mitigation, a Mitigated Finding of No Significant Effect will be issued. Should the final Project require consideration by the Hearings Officer or Governing Board, TRPA staff will prepare an agenda item for Hearings Officer, Advisory Planning Commission recommendation, and/or Governing Board action.

1.9 Relationship to Land Use Plans, Policies, and Regulations

The Project falls under the direct jurisdiction of both Placer County and TRPA. In addition, federal and state agencies exercise varying levels of control concerning specific resources. This section identifies each agency's responsibility relative to the Project and identifies the plans and policies with which the Project must show compliance for use in Lead Agency actions.

1.9.1 State

1.9.1.1 *Assembly Bill 52*

Assembly Bill No. 52 (AB 52), approved in September 2014 by the California Governor, applies to any project for which a Notice of Preparation (NOP), MND, or ND is filed on or after July 1, 2015 (Stats. 2114, Ch. 532, § 11 (c)). A Native American Tribe that is traditionally and culturally affiliated to the geographic area where a project is located must have requested that the lead agency in question provide, in writing, notification to the tribe of projects in the tribe's area of traditional and cultural affiliation (PRC § 21080.3.1 (b)). This is completed through the lead CEQA agency or their designee requesting a Sacred Lands Search and AB 52 consultation list from the Native American Heritage Commission (NAHC). The purpose of this consultation is to inform the environmental analysis and provide information on Tribal Resources within the Project Area to protect and avoid impacts to Native American historic or cultural resources and sacred sites that are listed or may be eligible for listing in the California Register of Historic Resources. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflict in the environmental review process.

1.9.1.2 *Regional Water Quality Control Board – Lahontan Region*

The Regional Water Quality Control Board – Lahontan Region (Lahontan Water Board) has water quality authority on the California side of the Lake Tahoe Basin. This agency establishes water quality standards, subject to the approval of the State Water Resources Control Board (State Water Board). By issuing waste discharge permits and requiring monitoring to show compliance, among other activities, the Lahontan Water Board actively enforces attainment of standards. Any party responsible for construction activity over 1 acre must obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Lahontan Water Board and coverage under the Tahoe General Construction Permit (Board Order No. R6T-2016-0010) to eliminate or reduce pollutants in stormwater discharged to surface waters from the area of construction activity. The Project must enroll for coverage under the Tahoe General Construction Permit if disturbance of 1-acre of greater will occur during construction.

The state anti-degradation policy (Resolution No. 68-16) is incorporated into regional water quality control plans, including the *Water Quality Control Plan for the Lahontan Region* (Lahontan Basin Plan). The policy applies to high-quality waters only (i.e., Lake Tahoe and tributaries) and requires that existing high quality be maintained to the maximum extent possible. Project operations must implement reasonable and appropriate measures for the protection of surface water quality and beneficial uses, and comply with conditions set forth in Board Orders No. R6T-2017-0010 (Tahoe Stormwater Permit).

The Lake Tahoe Total Maximum Daily Load (TMDL) program was developed under the Federal Clean Water Act (CWA) and approved in 2011. The TMDL is intended to complement the Regional Plan and was prepared in coordination with TRPA. The TMDL identifies Lake Tahoe's pollutants of concern (fine sediment, phosphorus, and nitrogen) and the primary sources of those pollutants (urban uplands and atmospheric deposition). Pollutant load reduction targets are established in the TMDL to attain the Lake Tahoe transparency standard over a 65-year implementation period. The TMDL requires that each

jurisdiction holding a NPDES permit, including Placer County, identify and implement measures to achieve the required pollutant load reductions.

Placer County's current Pollutant Load Reduction Plan (PLRP) was initially approved in 2013. Load reduction targets are being achieved with Water Quality Improvement Projects in high priority catchments, pollutant control management measures in road maintenance operations, and the completion of private parcel Best Management Practices (BMPs) for larger projects and redevelopment activities.

1.9.2 Regional

1.9.2.1 *Tahoe Regional Planning Agency*

TRPA is a bi-state planning agency with the authority to regulate growth and development in the Lake Tahoe region. TRPA implements that authority through its RPU. The plan's goals and policies establish an overall framework for development and environmental conservation in the region.

In April of 2017, the TRPA Governing Board adopted the Regional Transportation Plan (RTP), which is currently being updated and is published in draft form (Projects, studies, and programs listed in the TRPA Environmental Improvement Program (EIP) are considered part of the capital improvement programs for the 208 Water Quality Plan and the RTP. Priorities of the RTP (TRPA 2017, 2020) that apply to this Project include:

- Environment - Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas (GHG) emissions;
- Connectivity - Enhance the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods;
- Safety - Increase safety and security for all users of Tahoe's transportation system; and
- Economic Vitality and Quality of Life - Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

The TRPA Code contains minimum development standards for future development and is intended to implement the goals and policies in a manner that attains or maintains the environmental thresholds' carrying capacities. Activities that may have a substantial effect on the land, air, water, space, or any other natural resources in the Lake Tahoe region are subject to TRPA review and approval and pursuant to the applicable Code chapters and mandatory findings.

In 1982, TRPA adopted nine environmental threshold carrying capacities (thresholds), which set environmental standards for the Lake Tahoe Basin and indirectly define the capacity of the region to accommodate additional land development. The EIP is intended to accelerate threshold attainment. These thresholds and goals are defined as follows:

- Water Quality: Return the lake to 1960s water clarity and algal levels by reducing nutrient and sediment in surface runoff and groundwater.
- Soil Conservation: Preserve natural stream environment zones (SEZ), restore 25% of disturbed urban SEZ areas (1,100 acres), and reduce total land coverage.
- Air Quality: Achieve strictest of federal, state, or regional standards for carbon monoxide, ozone, and particulates; increase visibility; reduce US 50 traffic; and reduce vehicle miles of travel.
- Vegetation: Increase plant diversity in forests, preserve uncommon plant communities including deep water plants, enhance late seral forests and reduce forest fuels, and maintain minimum sustainable populations of sensitive plants including Tahoe Yellow Cress.

- Wildlife: Provide habitat for special interest species, prevent degradation of habitats of special significance.
- Fisheries: Maintain 180 miles of good to excellent stream habitat, achieve nearly 6,000 acres of excellent lake habitat, and attempt to reintroduce Lahontan Cutthroat Trout.
- Scenic Resources: Maintain or improve 1982 roadway and shoreline scenic travel route ratings, maintain or improve views of individual scenic resources, and maintain or improve quality of views from public outdoor recreation areas.
- Noise: Minimize noise disturbance from single events, and minimize background noise disturbance in accordance with land use patterns.
- Recreation: Preserve and enhance a high quality recreational experience. Preserve undeveloped shorezone and other natural areas, and maintain a fair share of recreational capacity for the general public.

The Project would implement TRPA EIP project number 03.02.01.0041 with the action priority to build and enhance transit systems and EIP focus area of sustainable recreation and transportation.

1.9.3 Local

1.9.3.1 *Placer County General Plan and Code*

The Placer County General Plan, undated in May 2013, is a comprehensive and long-term document, outlining proposals for the physical development of the County and any land outside its boundaries that in the County's judgment bear relation to its planning (Placer County 2013). The General Plan is comprehensive in covering unincorporated lands within its jurisdiction and addresses physical aspects of development within the County and provides guidance to the County over a 10 to 20 year time horizon.

The Placer County Code applies to the area within a conforming Area Plan (i.e., TBAP) to the extent that a provision is not in conflict with the TRPA RPU and Code of Ordinances or the TBAP. No sign installation or construction, renovation, remodeling, reconstruction, demolition, or other alteration of a building, structure, or site shall occur before obtaining design review approval as set forth in Placer County Code Section 17.52.070(D), Procedure for Design Review Approval, of the Placer County Zoning Ordinance.

Placer County will evaluate the Project's Final Engineering Plans per the requirements of Section II of the Land Development Manual during Design/Site Review prior to issuance of County building and grading permits.

1.9.3.2 *Placer County Tahoe Basin Area Plan*

The TBAP is a component of the TRPA RPU and the Placer County General Plan. The Planning area includes the portions of Placer County located within the Lake Tahoe Regional Planning area, including the north and west shores of Lake Tahoe. The TBAP encompasses 46,162 acres (72.1 square miles). The boundaries are the El Dorado County line to the south, Nevada state line to the east, and the Sierra Nevada mountain range to the north and west.

Like the TRPA RPU, the TBAP prioritizes environmental restoration, community redevelopment and socioeconomic improvement. The TBAP also seeks to limit greenhouse gas emissions, improve air quality and reduce noise by transitioning to a more walkable development pattern in Town Centers and improving pedestrian, bicycle and transit facilities. Included are provisions for roadway, transit, pedestrian, and bicycle improvements, as well as parking and transportation demand management strategies.

Regulations of the TRPA Code remain in effect unless the provisions of the TBAP, as, are more stringently. Specifically, TBAP implementing regulations TRPA Code Chapter 36, Design Standards, of the TRPA

Code in the Mixed Use Sub-districts, Chapter 34, Driveway and Parking Standards and Chapter 38, Signs (Placer County and TRPA 2017).

1.9.3.3 *Placer County Air Pollution Control Board*

The Placer County Air Pollution Control District (PCAPCD) is a special district created by state law to enforce local, state and federal air pollution regulations. PCAPCD attains and maintains air quality conditions in Placer County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of PCAPCD includes preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, and issuing permits for stationary sources of air pollution. PCAPCD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the Federal Clean Air Act of 1970 (CAA), CAA amendments of 1990 (CAAA), and California Clean Air Act of 1988 (CCAA).

Projects conducted in Placer County are subject to PCAPCD's adopted rules and regulations. Specific rules applicable to the construction under the action alternatives may include but are not limited to the following:

- PCAPCD Rule 218—Application of Architectural Coatings. This rule limits the quantity of volatile organic compounds (VOCs) in architectural coatings used in PCAPCD's jurisdiction. Subsection 301 lists VOC content limits for a variety of architectural coatings.
- PCAPCD Rule 228—Fugitive Dust. To regulate fugitive dust emissions, this rule prescribes limits and best management practices to be applied during construction and operation activities. See Appendix H-2 for a detailed list of these guidelines.
- PCAPCD Rule 501—General Permit Requirements. Any person operating an article, machine, equipment, or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer. Stationary sources subject to the requirements of Rule 507, Federal Operating Permit Program, must also obtain a Title V permit pursuant to the requirements and procedures of that rule.

1.9.3.4 *Tahoe City Public Utility District*

For the multi-use trail crossing TCPUD property, Placer County will pursue a public access easement for the path to provide legal public access across TCPUD property. Additionally, Placer County and TCPUD will negotiate maintenance responsibilities for the path.

Established under the State of California's Public Utility District Act, the TCPUD was founded in 1938. It is the oldest local government office in the Tahoe Basin and provides water and sewer services to the Tahoe City service area. The TCPUD Parks and Recreation Department provides facilities, programs, activities, and special events.

1.10 Project Components

As detailed in Section 1.5, Purpose and Need, the Project implements the policies of and fulfills the goals and objectives of a number of regional and local plans and programs. **Table 1** identifies the priority public and private parcels within the Project area that are identified for construction use and/or the siting of Project improvements, along with the Placer County assessor's parcel number (APN), land use designation, and parcel address. **Figure 3** provides a location reference for the Project improvements listed in **Table 1**.

Project construction requires private parcel easements. Also, as needed, temporary construction easements and/or rights of entry documents are planned for private property connections to the expanded public parking facility for landscaping, revegetation and driveway repaving. The Project proposed no change to

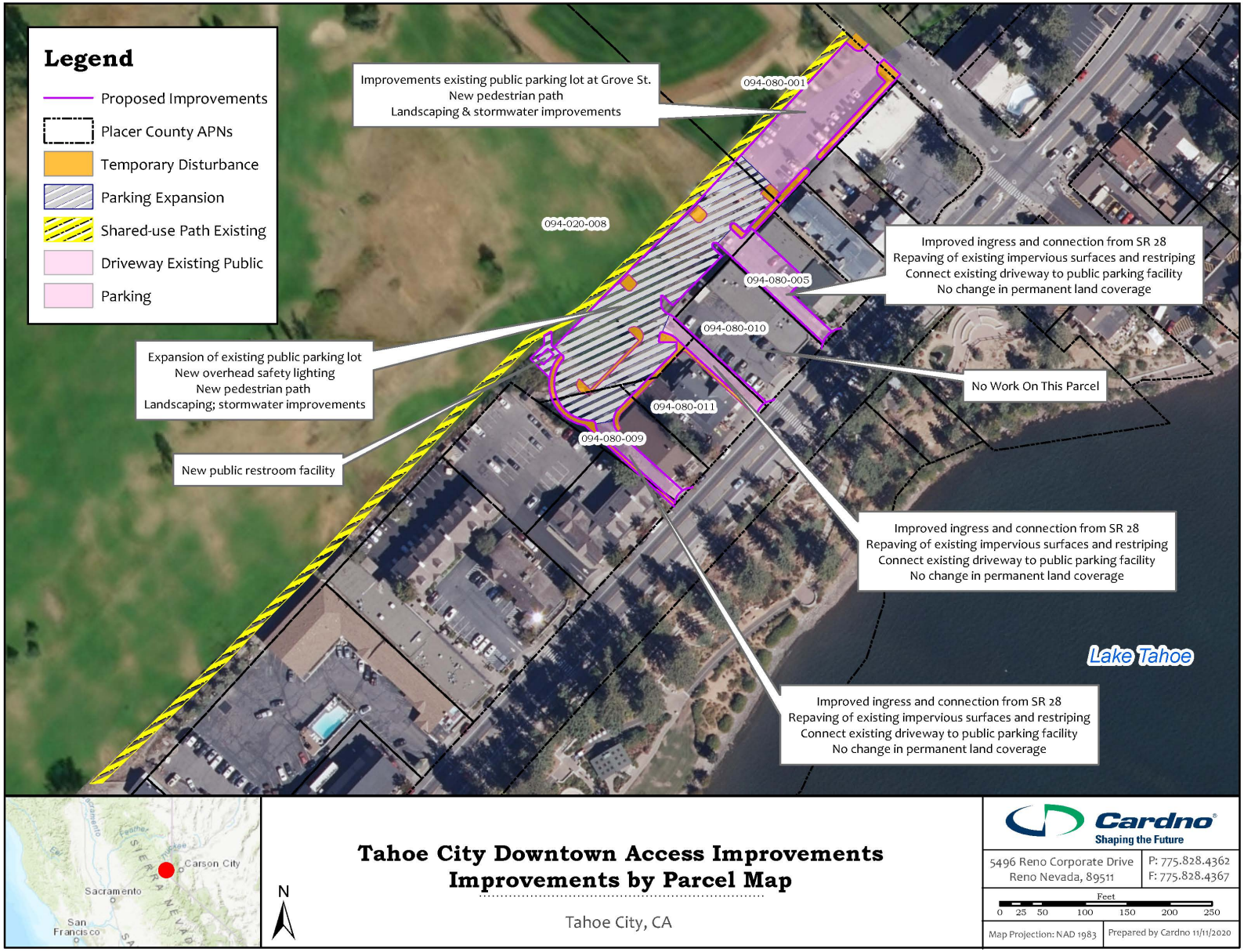
existing driveway ingress locations and would result in no change to the SR 28 public right-of-way (ROW). Additionally, Project actions would create no change to the existing commercial buildings; these existing structures are within the Project area boundary but are excluded from the Project's disturbance area.

Table 1. Project Improvements by Parcel (Refer to Figure 3)

APN/Agency	Regional Land Use Designation	TBAP Zoning Sub-district/ Zoning Overlay District	Parcel Address	Improvement within Parcel, Right-of-Entry or Easement Required
094-080-001 Placer County	Public Service	Fairway Tract South/Residential Sub-district	0 Grove Street	Improvements to the existing public parking facility at Grove Street; new section of Class 1 multi-use trail; landscaping/revegetation; and stormwater improvements
094-020-008 Tahoe City Public Utility District	Recreation	Tahoe City Golf Course/Recreation Sub-district	251 North Lake Boulevard	Expansion of existing public parking facility at Grove Street; new public safety lighting; section of Class I multi-use trail; landscaping/revegetation; stormwater improvements; and a new public restroom facility (optional)
094-080-005 Private	Mixed-use, Town Center	Mixed-use Town Center/Greater Tahoe City Mixed-Use Sub-district	551 North Lake Boulevard	Improved ingress and connection from SR 28; repaving of existing impervious surfaces and restriping
094-080-011 Private	Mixed-use, Town Center	Mixed-use Town Center/Greater Tahoe City Mixed-Use Sub-district	521 North Lake Boulevard	Improved ingress and connection from SR 28; repaving of existing impervious surfaces and restriping
094-080-009 Private	Mixed-use, Town Center	Mixed-use Town Center/Greater Tahoe City Mixed-Use Sub-district	501 North Lake Boulevard	Improved ingress and connection from SR 28; repaving of existing impervious surfaces and restriping

Source: TBAP: Appendix A

Figure 3. Project Improvements by Parcel (refer to Table 1).



1.10.1 Parking and Circulation Improvements

The Project actions for parking improvements will include expanding the existing Grove Street public parking facility by 35 new parking spaces to a provide a total of 96 parking spaces, two of which will be ADA-compliant. A parking facility is defined in the TBAP Implementing Regulations as "a clearly identifiable location for vehicular parking. A parking facility may be a parking area, parking lot, or parking structure". Additionally, up to three (3) electric vehicle charging stations will be installed. Circulation improvements will include: improved public parking facility signage at the Grove Street main ingress/egress; connecting the three (3) existing ingresses from SR 28 through the existing commercial driveways to the expanded public parking facility; defining two (2) new loading areas; and constructing a new turnaround for pedestrian drop offs and for delivery trucks supporting the commercial businesses in the vicinity of the expanded public parking facility.

Several commercial property owners of parcels between SR 28 and the Grove Street public parking facility chose to be excluded from the Project area. Additional ingress to the parking facility from these existing commercial driveways may be considered in the future should these property owners amend their decision to be excluded. Ingress would be achieved through removal of the proposed curb and gutter components and minor surface grading and repaving. Wayfinding signage for the public parking facility would be installed and reflect Placer County's standard signage for such public service facilities.

1.10.2 Public Restroom Facility (Optional)

The Project may install a new, approximately 171-square foot public restroom facility, inclusive of two stalls (one of which will be ADA-accessible) and water, sewer, electrical connections, should available funding be identified. Utility connections would occur through lateral lines installed below ground and connecting to existing mainlines in the Grove Street ROW or along existing mainlines that traverse the Project area boundary along the commercial parcels. Although the need is not anticipated, utility connections for the optional restroom facility could connect to the existing combined utility service lines along SR 28, if necessary.

1.10.3 Pedestrian and Bicycle Connection Improvements

The Project actions for pedestrian and bicycle connection improvements will include a new section of 14-foot wide (i.e., 10-foot paved width with two-foot wide clear space on either side) Class 1 multi-use trail commencing at Grove Street and extending the length of the Project area primarily along the northern boundary. The Class 1 multi-use trail will connect to the Tahoe City Lodge property as illustrated in **Figure 3**. As pedestrian and bicycle connection improvements are implemented in other portions of the Tahoe City downtown core, this Class 1 multi-use trail section can be extended to further implement the TRPA ATP. Wayfinding signage for the public bike and pedestrian trails would be installed and reflect Placer County's standard signage for such public service facilities.

1.10.4 Stormwater Facility and Management Improvements

The Project actions for stormwater facility and management improvements include installation of new stormdrain drop inlets within the expanded parking area connecting to three (3) new stormwater treatment vaults, and curb and gutter. Vaults will separate oil and grease from parking area runoff, allow for residence time for settling of suspended sediments prior to discharging to the existing area-wide stormwater system pipe located under the Project area at a depth of approximately 7-feet below ground surface (bgs). Maximum excavation depths to install stormwater vaults are estimated at 12-feet bgs.

The Project's drainage plan and stormwater treatment design will consider the design and capacity of the existing area-wide stormwater facility that discharges to the Tahoe City Wetlands. No site constraints have been identified that would preclude the Project stormwater system design and Best Management Practices (BMPs) to contain, convey and treat the 20-year, 1-hour TRPA design storm volume. In addition the Project

design will address the requirements of the Placer County Stormwater Management Manual ensuring that drainage improvements are sized and design to convey and capture stormwater runoff from the 10-year and 25-year storm events. Meeting these regulatory requirements will ensure that no additional stormwater flow or volume will adversely affect downstream facilities.

Snow storage during winter months can be accommodated within the expanded public parking facility, and snow melt will drain to new drop inlets installed for the parking facility and through new stormwater vaults.

1.10.5 Landscaping and Vegetation Improvements

Project construction is anticipated to temporarily disturb 56,960 square feet (1.31-acre), of which up to 39,470 square feet will be new permanent land coverage (i.e., the expanded paved parking area and new Class 1 multi-use trail). The remaining approximately 6,700 square feet of temporary disturbance will be revegetated and landscaped following construction. The Project actions for landscaping and vegetation improvements will conform to compliance measure VEG-3 (refer to Section 1.11.3.2) and the on-site parking areas will be provided with landscaped perimeters. Placer County standards include: (a) On-site parking areas greater than 0.25-acre in size shall be provided with landscaped islands; and (b) landscaping shall be so designed as to not conflict with snow removal or storage.

1.10.6 Staging Areas

Construction staging and equipment storage will be sited within the Project area within the existing parking facility (**Appendix A**, Plan Sheet 3). If necessary, construction staging may also occur at a County-owned property located in close proximity to the Project area, such as the County's Burton Creek facility at 2501 N. Lake Boulevard.

1.10.7 Construction Phasing and Schedule

The County's contractor will develop the detailed plan for construction phasing for consideration by the County Engineer during the public bidding process. A Project schedule, including key milestone dates and/or time durations, will be developed as part of the final design/bid package for the Project. The construction season is typically limited to May 1 through October 15, as outlined by TRPA Code Chapter 33, unless an extension is granted past the October 15 grading deadline. Based on the volume of anticipated work, construction is anticipated to occur in one construction season, with the ideal time frame being non-school times of the year (i.e., during school summer vacation, June through August).

Table 2 identifies the Project improvements and construction durations, though a Project element may be constructed at varying points over the duration of Project construction.

Table 2. Construction Actions and Duration

Year	Work Task / Major Elements (seasonal May 1 to Oct 15)	Duration (Days)
1 (May)	Mobilization, Staging, and Site Preparation, including installation of construction BMPs	8
1 ↓	Public utility connections and standard County overhead safety lighting conduit	10
1 ↓	Site Grading	15
1 ↓	Construction of public restroom facility (optional)	30*
1 ↓	Parking facility and Class 1 multi-use trail paving	10
1 ↓	Landscaping and revegetation	2
1 ↓	Traffic and parking striping and signage	1
1 (Oct)	Project area winterization/closeout, demobilization	1
	Project work/task duration:	77

Source: Cardno 2020

*Based on assumption that restroom facility would be constructed on site. Should a pre-fabricated restroom facility be chosen in Final Engineering Designs, the number of construction days would be reduced and should the optional restroom facility not be constructed, the total construction period could be reduced by up to 30 days.

1.10.8 Equipment and Labor Forces

The use of local labor forces and material suppliers is encouraged by the County, though this ultimately depends on the selected construction contractor. The labor force and type of equipment used varies according to the construction activities and work elements. **Table 3** details the assumptions that have been made, based on the conceptual design, for Project construction.

Clearing and grubbing, asphalt concrete removal, tree felling, earthwork, grading, concrete installation, aggregate base, and asphalt concrete operations would require large tractor trailers and dump trucks for hauling, and heavy mechanical equipment with buckets (e.g., excavators, backhoes) for earth-moving and excavating (**Table 3**). Earthwork, concrete removal, grading, aggregate base, and asphalt concrete operations would require heavy mechanical equipment and trucks for excavating, hauling, and placing/compacting backfill. Trucks and equipment for hauling and placement of concrete and asphalt pavements would be required for construction of concrete structures and surface pavements. Import of concrete and asphaltic materials is expected from nearby material suppliers and batch plants. General use pick-ups, utility trucks, trailers, compressors, generators, and various small tools would also be used throughout construction.

Table 3. Construction Equipment List

Phase / Equipment and Labor	Crew Size (approx.)*
Demolition • Dumpers/Tenders • Excavators • Off-High Trucks • Tractors/Loaders/Backhoes • Tractors/Loaders/Backhoes	5-10
Site Preparation and Utilities • Air Compressors • Dumpers/Tenders • Excavators • Generator Sets • Off-Highway Trucks • Other Construction Equipment • Tractors/Loaders/Backhoes	5-10
Grading • Air Compressors • Dumpers/Tenders • Excavators • Generator Sets • Graders • Off-Highway Trucks • Plate Compactors • Rollers • Tractors/Loaders/Backhoes	5-10
Paving • Air Compressors • Cement and Mortar Mixers • Generator Sets • Off-Highway Trucks • Pavers • Rollers • Tractors/Loaders/Backhoes	5-10
Architectural Coating • Air Compressors • Generator Sets • Off-Highway Trucks • Pressure Washers	10-15

Source: Cardno 2020

*Crew size estimates are not cumulative, only work element-specific. Overlap of labor between work elements is expected. Maximum crew size at peak of work may range from 30-40.

1.11 Compliance Measures (Construction Controls, Best Management Practices, and Resource Avoidance and Protection Measures)

The following design features, construction controls, resource avoidance and protection measures (RPMs), and BMPs are referred to as compliance measures for the Project proposal and shall be implemented and maintained, as appropriate, to avoid, reduce, minimize, or otherwise mitigate potential environmental impacts prior to, during, and following Project construction. The TRPA RPU defines compliance measures as "a program, regulation, or measure including, but not limited to, capital improvements, operational improvements, or controls on additional development to reduce, avoid, or remedy an environmental impact of activities within the Tahoe region or to promote attainment or maintenance of any threshold or standard" (TRPA Code Section 16.3.2).

Work shall be performed in compliance with TRPA, Placer County, and Lahontan Water Board requirements for Project construction. BMPs shall be used to minimize impacts on the environment and human health during construction, operations, and maintenance. The following compliance measures and resource avoidance and protection measures (RPMs) are incorporated into the Project proposal to avoid, minimize, reduce, or otherwise mitigate known potential Project-level impacts to levels of less than significant.

1.11.1 Fugitive Dust Control Plan

Construction activities shall comply with PCAPCD's construction fugitive dust control and emission requirements. At a minimum, the following compliance measures shall be implemented to avoid, reduce, minimize, or otherwise mitigate impacts to air quality:

AQ-1. The County's contractor shall take the necessary steps, procedures, or means as required to prevent operations in connection with the execution of construction activities from causing abnormal dust conditions. The County's contractor shall prevent dust from construction activities from being produced in amounts that may be harmful or cause a nuisance to persons living nearby or occupying buildings in the vicinity of the Project.

AQ-2. To ensure compliance with PCAPCD Rule 228, Fugitive Dust, Section 400, to minimize the amount of particulate matter entrained in the ambient air as a result of anthropogenic fugitive dust sources, the following feasible particulate matter (PM_{10}) control measures for construction activities shall be implemented at the start and maintained throughout the duration of construction:

- 401.1 – Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered. In geographic ultramafic rock units, or when naturally occurring asbestos, ultramafic rock, or serpentine is to be disturbed, the cover material shall contain less than 0.25 percent asbestos as determined using the bulk sampling method for asbestos in Section 502.
- 401.2 – The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.
- 401.3 – Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
- 401.4 – Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.

- 401.5 – Construction vehicles leaving the site must be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off site.
- 401.6 – When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.
- 401.7 – No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either:
    - 401.7.1 Covered with tarps; or
    - 401.7.2 Wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.
- 402 – A person shall take actions such as surface stabilization, establishment of a vegetative cover, or paving, to minimize wind-driven dust from inactive disturbed surface areas.

AQ-3. Should greater than 1-acre of the Project area's surface be disturbed, a Dust Control Plan specifying methods for the control of dust potentially generated by construction activities shall be submitted to the PCAPCD for approval prior to the start of earth-disturbing activities, and shall also be included as part of the SWPPP, if coverage under the Tahoe General Construction Permit (Board Order R6T-2016-0010) is required for Project construction. The Dust Control Plan Application can be submitting by completing the online form (https://www.placerair.org/FormCenter/Air-Pollution-Control-6/Dust-Control-Form-52).

1.11.2 Construction Equipment Emissions Control Measures

The following compliance measures shall be implemented to reduce emissions from construction equipment exhaust:

AQ-4. Proponents of individual land use development projects in the TBAP area subject to TRPA and/or CEQA environmental review shall be required to demonstrate that construction-related emissions of ROG, NO_X, and PM_{10} for each project would be less than PCAPCD's significance standards of 82 lb/day. Every project applicant shall require its prime construction contractor to implement the following measures (*TBAP Mitigation Measure 11-2a):*

- Submit to PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that would be used for 40 or more hours, in aggregate, during a construction season. If any new equipment is added after submission of the inventory, the prime contractor shall contact PCAPCD before the new equipment is used. At least three business days before the use of subject heavy-duty off-road equipment, the project representative shall provide PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and onsite foreman;
- Before approval of Grading or Improvement Plans, whichever occurs first, the prime contractor shall submit for PCAPCD approval, a written calculation demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent reduction in NO_X emissions as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The calculation shall be provided using PCAPCD's Construction Mitigation Calculator;

- Use existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators during construction rather than temporary diesel power generators to the extent feasible;
- During construction, minimize idling time to a maximum of 5 minutes for all diesel powered equipment; and/or
- Post signs in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.

- Every project applicant shall require additional measures, as necessary, to ensure that construction-related emissions would not exceed PCAPCD's significance standards for of ROG, NO_X, and PM_{10} of 82 lb/day. These additional measures may include, but are not limited to, the following:
    - Use of Tier 3 or better engines for construction equipment,
    - Use of no- or low-solids content (i.e., no- or low-VOC) architectural coatings that meet or exceed the volatile organic compounds (VOC) requirements of PCAPCD Rule 218. Implementation of this measure would reduce ROG emissions from architectural coating by 90 percent, and/or
    - Participate in PCAPCD's offsite mitigation program, the Land Use Air Quality Mitigation Fund, by paying the equivalent amount of fees for the project's contribution of ROG (reactive organic gases) or NO_X (oxides of nitrogen) that exceeds the 82 lb/day significance criteria, or the equivalent as approved by PCAPCD. The applicable fee rates of the program change over time. The actual amount to be paid shall be determined, and satisfied per current guidelines, at the time of approval of the Grading or Improvement Plans.

AQ-6. TRPA shall require proponents of every individual land use development project proposed in the TBAP area to demonstrate that its construction activities would follow PCAPCD's recommended BMPs. To ensure sensitive receptors are not exposed to substantial TAC concentrations, every project applicant shall require its prime construction contractor to implement the following measures prior to project approval (*TBAP EIR Mitigation Measure 11-5*):

- Work with PCAPCD staff to determine if project construction would result in release of diesel emissions in areas with potential for human exposure, even if overall emissions would be low. Factors considered by PCAPCD when determining significance of a project include the expected emissions from diesel equipment including operation time, location of the project, and distance to sensitive receptors. (PCAPCD 2012:2-6)

- Use PCAPCD's guidance to determine whether construction of an individual project would require detailed evaluation with a health risk assessment (HRA) (PCAPCD 2012). If an HRA is required, model emissions, determine exposures, and calculate risk associated with health impacts, per PCAPCD guidance. Coordinate with PCAPCD to determine the significance of the estimated health risks.

1.11.3 Biological Resource Protection Measures

1.11.3.1 *Wildlife Protection Measures*

The Project shall implement existing regulatory wildlife protection measures to comply with Section 7 of the Endangered Species Act (ESA), Migratory Bird Treaty Act (MBTA), TRPA Code Chapter 62, and Placer County TBAP Implementing Regulations Chapter 3 for protection of sensitive species and their habitats. Compliance measures incorporated into the Project proposal for the protection of wildlife shall, at a minimum, include the following:

BIO-1. For construction activities occurring during the nesting season (i.e., March 15 through August 15), and outside of paved areas, the County or the County's contractor shall conduct pre-construction nest surveys, including a 100-foot buffer, to identify any MBTA-protected nest sites that may be present. The pre-construction nest survey shall occur no more than 14 days prior to Project mobilization. If a nest is

present in the immediate vicinity, a qualified biological monitor shall be contacted to evaluate whether any migratory bird nests would be impacted by the Project. The biological monitor shall have the authority to stop construction near occupied sites if construction activities appear to be having a negative or adverse impact on nesting migratory birds or their young. If construction must be stopped, the biological monitor shall consult with U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) staff within 24 hours to determine appropriate actions to restart construction while reducing impacts to identified migratory bird nests.

BIO-2. Should special-status species be observed within the Project area before or during construction, the County's contractor shall report the observation immediately to the County Resident Engineer or equivalent representative. In response, the County or approved construction contractor shall retain a qualified biological monitor to immediately (within 24 hours) implement adequate protections of special-status species.

BIO-3. Tree and snag removal shall be minimized to what is necessary for Project improvements. Construction access routes shall be positioned around existing trees and snags to avoid tree removal to the extent practical.

1.11.3.2 *Vegetation Protection Measures*

The Project shall implement existing regulatory wildlife protection measures to comply with Section 7 of the ESA, MBTA, TRPA Code Chapter 61, and Placer County TBAP Implementing Regulations Chapter 3 for protection of sensitive species and their habitats. At a minimum, the following compliance measures shall be implemented to avoid, reduce, minimize, or otherwise mitigate impacts to vegetation. Refer to **Appendix A**, Plan Sheet 3, for the landscaping plan.

VEG-1. The extent of ground and vegetation disturbance in construction areas shall be minimized. Vegetation outside of the construction boundary, as well as other vegetation designated on the approved plans, shall be protected with temporary fencing, pursuant to TRPA Code Subsections 33.6.9 and 33.6.10.

VEG-2. Where disturbance cannot be avoided, riparian vegetation, if present, shall be pruned or cut at the ground to protect root structures and soil integrity. Clean pruning equipment shall be used to ensure that no disease or pests are introduced into the stems. Shoots, if viable, may be used for replanting. During construction, any removed native riparian vegetation of good quality shall be stockpiled and replanted. Specifications for this work shall be included in a landscaping or revegetation plan, pursuant to TRPA Code Chapter 61.4, Revegetation.

VEG-3. Landscaping within parking areas minimizes the expansive appearance of parking facilities. Landscaping of a parking facility serves a number of important functions. Perimeter landscaping increases the attractiveness of the site and the street by screening the cars. Perimeter plantings also act as a visual and noise buffer for adjacent properties (also see the 2913 Placer County Landscape Guidelines). Standards shall include: a. On-site parking areas shall be provided with landscaped perimeters. On-site parking areas greater than 0.25 acre in size shall be provided with landscaped islands; and b. Landscaping shall be so designed as to not conflict with snow removal or storage.

VEG-4. Soil amendments and temporary irrigation may be used to help with plant establishment, as consistent with County policies and TBAP landscaping standards for surface parking. Irrigation shall conform to water conservation standards contained within the landscaping standards (County General Plan Chapter 4, Policy 4.C.6).

VEG-5. The County or the County's contractor shall conduct inspections for and remove invasive plants and noxious weed species from within the Project area, along travel routes near Project area egress and

ingress points, and in off-site areas identified for storage and staging. Such areas shall be hand-treated or flagged and avoided, depending on the risk presented by the species present.

VEG-6. Construction vehicles, including off-road vehicles, shall be inspected and shall be clean when equipment enters the Lake Tahoe Basin. Disclosure that equipment originated from a known invasive plant infested area shall occur. Equipment shall be considered clean when visual inspection does not reveal soil, seeds, plant material, or other such debris.

VEG-7. Earth-moving equipment, gravel, fills, or other materials shall be weed-free. Equipment shall be staged in weed-free areas to prevent vehicles from introducing or spreading invasive species.

VEG-8. On-site sand, gravel, rock, or organic matter shall be used when possible or weed-free materials from gravel pits and fill sources that have been surveyed and approved shall be used.

VEG-10. Weed-free mulches and seed sources shall be used. Topsoil shall be salvaged from the Project area and reused for revegetation and landscaping, unless contaminated with noxious weeds. Activities that require seeding or plantings shall use locally collected native seed sources when possible.

VEG-11. To prevent the spread of invasive plant species, the following measures and BMPs shall be implemented:

- Construction vehicles, including off-road vehicles, shall be cleaned when they come into the basin or come from a known invasive plant-infested area. Equipment shall be considered clean when visual inspection does not reveal soil, seeds, plant material, or other such debris.
- Equipment shall be staged in weed-free areas to prevent vehicles from introducing or spreading invasive species.
- Earth-moving equipment, gravel, fills, or other materials shall be weed-free. Onsite sand, gravel, rock, or organic matter shall be used when possible or weed-free materials from gravel pits and fill sources that have been surveyed and approved shall be used.
- The amount of ground and vegetation disturbance in the construction areas shall be minimized. Upon completion of construction, vegetation shall be reestablished in the footprint to minimize weed establishment after the removal.

1.11.4 Cultural Resource Protection Measures

Although the Project area has been subject to systematic surface archaeological investigations, it is possible that buried or concealed cultural resources could be present and detected during ground disturbance and excavation activities. Compliance measures and procedures shall be incorporated into demolition and construction contract documentation. In accordance with the NHPA (16 U.S. Code 470) and County General Plan Policies 5.D.1 through 5.D.12 "to identify, protect and enhance Placer County's important historical, archaeological, paleontological and cultural sites and their contributing environment" (General Plan Goal 5.D).

The following procedures shall be implemented to ensure historic preservation and cultural resource identification and protection. In the event previously unknown potential historical, architectural, archaeological, or cultural resources (hereinafter cultural resources) are discovered during Project construction, the following procedures shall be initiated and conducted:

CUL-1. The County Resident Engineer shall issue a "Stop Work Order" directing the County's contractor to cease construction operations at the location of the potential cultural resources find. The "Stop Work Order" shall be effective in the area of and within a 50-foot radius of the potential discovery until a qualified

archaeologist assesses the value of the potential cultural resource and makes recommendations to the State Historic Preservation Office (SHPO).

If the qualified archaeologist determines that the potential find qualifies for inclusion in the National Register of Historic Places or the California Register of Historic Resources, at the direction of the SHPO, the County Resident Engineer shall extend the duration of the "Stop Work Order" in writing, and the County's contractor shall suspend work at the location of the find. Resources that are considered significant shall be avoided or subject to a data recovery program or other appropriate measures.

CUL-2. In the unlikely event that human remains are encountered, the County's contractor shall suspend construction activities immediately and inform the County Resident Engineer, who shall contact a qualified cultural resource specialist to provide an initial evaluation of the remains. If the remains are found to be human or potentially human, the Placer County Sheriff/Coroner shall be notified within 24 hours of the discovery to conduct proper evaluation and treatment of remains in accordance with PRC Section 5097.98 and Section 7050.5 of the California Health and Safety Code. The sheriff/coroner shall evaluate the find to determine whether it is a crime scene or of Native American origin. If human remains are determined to be Native American in origin, the sheriff/coroner must contact the NAHC. The NAHC shall assign a Most Likely Descendent who, in collaboration with the Project proponent and landowner, will determine the ultimate treatment and disposition of the remains.

CUL-3. Project will connect the existing commercial parking areas to the expanded public parking facility but shall take no action on and create no change to the existing buildings on APNs 094-080-005, 094-080-011 and 094-080-009.

1.11.5 Energy Conservation Measures

ENERGY-1. Require, as feasible, new construction to implement energy, water, transportation, and vegetation measures recommended by PCAPCD available in Appendix F-1 of the District's CEQA Handbook. This would apply to new construction occurring under the Area Plan, including the proposed lodge project. Also, initiate a funding program to apply these measures to existing facilities within the Plan area, as feasible (PCAPCD 2012). These recommended measures include, but are not limited to:

- Installing tank-less or energy efficiency water heaters (E5)
- Installing solar water heaters (E3)
- Installing energy efficient roofing (E4)
- Require Energy Star-rated appliances in new construction (E9)
- Pre-plumb new construction for solar energy and design for load (E12)
- Install low-flow water fixtures (W1)
- Use reclaimed water for irrigation (W3)
- Provide bus shelters and lanes and provide bike parking (T1, T2, and T3)
- Plant drought tolerant plants (V2)
- Prohibit gas-powered landscaping equipment (V3).

1.11.6 Solid Waste Disposal Measures

The Project shall be subject to County Code Chapter 8 Article 8.16, Solid Waste Collection and Disposal, TRPA RPU Land Use Element Goal 5, Policy 1 and Public Services Element Goal 3, Policy 2, and County General Plan Policy 8.G.1, requiring the use and disposal of hazardous materials in the County comply with

local, state and federal safety standards. The following compliance measures shall be implemented to avoid and minimize potential effects from solid waste disposal.

HAZ-1. The Project shall implement the following controls to limit impacts from solid waste generation and disposal (TRPA Code Section 33.3.4):

- Temporary stockpiling of topsoil on the site for use in areas to be revegetated,
- Disposal of material at a location approved by TRPA, and
- Export of the materials outside of the region.

HAZ-2. The Project shall comply with federal, state and local regulations related to the storage and transportation of hazardous materials.

1.11.7 Hazard and Safety Control Measures

Staging, equipment refueling, and materials storage shall take place in one central portion of the Project area during construction in accordance with County standard contract requirements. The following compliance measures shall be implemented prior to and during Project construction:

HAZ-3. Material delivery and storage areas may change throughout construction, depending on where activities take place, but shall not be located near a storm drain inlet or drainage swale or adjacent to a fill slope.

HAZ-4. A Spill Control Plan shall be developed and implemented to protect construction workers and the public from construction-related health hazards.

- The Spill Control Plan shall outline measures that shall be implemented to ensure impacts on human and environmental health are avoided.
- Work shall stop immediately if suspected contamination is encountered during construction, and the County Resident Engineer shall be notified immediately.
- Upon confirmation of contamination, the County Resident Engineer shall assess the Project design and obtain the required approvals to remove contaminated material or modify the design to avoid conflicts with the contaminated material and/or any ongoing or future remediation projects. Soil and groundwater materials removed during construction activities that have been deemed hazardous shall be segregated and disposed of appropriately.
- The County's contractor shall be responsible for familiarizing their personnel with the information contained in the SWPPP and specifically the Spill Control Plan.
- Contractors shall train/instruct on-site construction personnel in spill prevention practices and provide spill containment materials near staging areas.

HAZ-5. The Project shall implement BMPs for spill prevention and waste management measures.

HAZ-6: Projects that meet the definition of a "Possible Contaminating Activity" under TRPA Code Section 60.3.5 shall demonstrate compliance with the findings and requirements under TRPA Code Section 60.3.3.D and shall demonstrate that adequate protections are in place to avoid soil and groundwater contamination and protect public health of area residents. This demonstration shall be required prior to subsequent Project approvals and implemented as part of Project design.

1.11.8 Water Quality and Soil Protection Measures

At a minimum, the following compliance measures shall be implemented to avoid and minimize potential Project impacts to soil and water quality. Refer to **Appendix A**, Plan Sheet 4 for the TRPA Erosion and Sediment Control Plan, also referred to as the BMP Plan. Additionally, refer to Sheet 6 for BMP details.

WQ-1. The County's contractor shall prepare an Erosion and Sediment Control Plan (ESCP) compliant with TRPA requirements. Typical measures include preservation of existing vegetation to the extent feasible, use of native vegetation for landscaping, and implementation of construction pollutant source controls such as installation of silt fences, use of wind erosion control (e.g., geotextile or plastic covers on stockpiled soil), and stabilization of site ingress/egress locations to minimize erosion.

WQ-2. The County's contractor shall prepare a SWPPP compliant with the Tahoe General Construction Permit. The SWPPP shall outline BMPs and other measures that will minimize impacts on water quality and soils during construction activities. The SWPPP is mandated as part of the NPDES permit regulated by the U.S. Environmental Protection Agency (USEPA) and administered by the Lahontan Water Board.

- Measures may include, but shall not be limited to, silt fences, straw wattles, water-filled berms, mulching, dewatering pumps, gravel/sand bags, stormwater drainage systems, construction fencing, and revegetation.
- The SWPPP shall include a Dust Control Plan, specifying the methods for the control of dust potentially generated by construction activities.
- The SWPPP shall include a Spill Control Plan, specifying the methods for the containment and abatement of accidental spills during construction.
- The County's contractor shall cover stockpiled and transported material or apply water to control fugitive dust emissions and avoid wind erosion.
- Construction equipment shall be cleaned to remove any loose dirt or sediment prior to entering or exiting the site.
- Disturbed areas including staging and storage sites must either be revegetated following construction or repaved.
- The SWPPP shall be consistent with Chapter 4.5 of the TRPA BMP Handbook ("Temporary BMPs for Construction").

WQ-3. Disturbed areas shall be stabilized on or before October 15 of each year of construction (unless extensions are granted by the permitting agencies). The winterization shall be in compliance with TRPA and Lahontan Water Board requirements, and winterization measures shall be designed to capture and infiltrate the 20-year, 1-hour storm volume.

WQ-4. In performing excavation, fill, and grading operations, care shall be taken to disturb the pre-existing drainage pattern as little as possible. Particular care shall be taken not to direct drainage water onto private property or into streets or drainage ways that are inadequate for the increased flow. Adequate drainage shall be provided to protect the disturbed areas, including trench excavation at the site, which shall be provided with temporary erosion control.

WQ-5. A dewatering plan shall be developed to mitigate potential contamination of groundwater as well as to identify design provisions to allow for groundwater to flow through or around underground structures. Dewatering measures to control water quality may include use of settling tanks and Active Treatment Systems for treatment of dewatering as well as contamination prevention measures such as proper material

storage, secondary containment systems, vehicle fluid drip pans, temporary berms or dikes to isolate construction activities, use of vacuum trucks, and other measures to capture contamination releases.

WQ-6. To avoid, reduce, and minimize potential impacts to groundwater, the following measures and BMPs shall be implemented:

- The County's contractor shall store and maintain construction equipment (except fueling by truck) at designated staging areas.
- The County's contractor shall maintain spill cleanup equipment with fuel trucks and shall respond to spills and leaks immediately to contain and remove pollutants from the site.
- The County's contractor shall minimize the amount and duration of construction materials stored on-site and shall store construction materials that could adversely affect groundwater quality (e.g., paint, solvents, and fuels) on containment pallets or similar facilities that would prevent discharges to the ground in the event of a spill or leak.
- Water resulting from construction activities, shall be dewatered if necessary, and shall be contained on-site with barriers and basins and not allowed to enter natural drainage courses with waters that have not evaporated or infiltrated to be reused during construction backfilling or disposed of off-site in a TRPA-approved location (i.e., sanitary sewer).

1.11.9 Noise Reduction Measures

TRPA Code Chapter 68, Noise Limitations, establishes noise limitations for areas within TRPA's jurisdiction. TRPA Code Section 68.3 establishes noise level standards (expressed in Community Noise Equivalent Level [CNEL]) that shall not be exceeded. In addition, TRPA Code Section 68.3 stipulates that community noise levels shall not exceed levels existing on August 26, 1982, where such levels are known. TRPA Code Section 68.9 stipulates that TRPA-approved construction or maintenance projects, or the demolition of structures, are exempt from TRPA Code noise limitations (TRPA Code Chapter 68) if the activities occur between the hours of 8:00 a.m. and 6:30 p.m. To reduce construction-related noise and vibration, the following compliance measures shall be implemented:

NOISE-1. Construction activities shall be performed between 8:00 a.m. and 6:30 p.m. pursuant to TRPA Code Chapter 68, Noise Limitations.

NOISE-2. Equipment shall be adequately muffled and maintained.

NOISE-3. No piece of equipment that generates maximum noise levels greater than 85 A-weighted decibel (dBA) measured at 50 feet, shall be allowed on-site.

NOISE-4. In inhabited areas, particularly residential, the County's contractor operations shall be performed in a manner to minimize unnecessary noise.

NOISE-5. In residential areas, special measures shall be taken to suppress noise generated by repair and service activities during the night hours.

NOISE-6. The more stringent of either California Occupational Safety and Health Administration limits or the limits established by local ordinance shall be implemented.

1.11.10 Recreational Use Protection Measures

To avoid and minimize potential conflicts with pedestrians and bicyclists, the following compliance measures shall be implemented.

REC-1. Public notices describing the nature and duration of construction shall be posted at public access points to the Project area.

REC-2. Construction fencing shall be placed around the active construction area and staging area perimeters to deter continued use of the bike and pedestrian facilities leading into the construction area during construction. Following construction, the fencing shall be removed to restore access to the areas.

REC-3. The Traffic Control Plan shall include actions for controlled passage of pedestrians and bicyclists through or around the linear Project area during the construction period.

1.11.11 Traffic Control Measures

To avoid and minimize potential conflicts between vehicles and construction equipment at Project area ingresses/egresses, the following compliance measures shall be implemented:

TRAFFIC-1. Temporary traffic control measures shall be implemented, for both the County-managed Grove Street and SR 28, to provide for safe emergency, business, residential, bicycle, and pedestrian access and pass through during construction. A Traffic Control Plan shall be developed by the County's selected contractor. Permit applications and the Traffic Control Plan will be prepared during the 90 percent design phase. Permit application submittal packages will include the Project's 90 percent engineering plan set. Agency requests and permit conditions will then be incorporated into the 100 percent engineering design.

1.11.12 Tribal Cultural Resources

The following procedures shall be implemented to ensure historic preservation and tribal cultural resource identification and protection:

TCR-1. If any suspected tribal cultural resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A Tribal Representative from culturally affiliated tribes shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations regarding the treatment of the discovery. Preservation in place is the preferred alternative under CEQA protocols, and every effort must be made to preserve the resources in place, including through project redesign.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.

1.12 Required Permit Approvals

The permits that are anticipated for the Project include:

- TRPA EIP Project Permit;
- TRPA Grading Permit;
- Lahontan Notice of Intent (NOI) for Coverage under the Tahoe General Construction Permit (Board Order No. R6T-2016-0010);
- Placer County Design Review;
- Placer County Building Permit for optional restroom facility;
- TCPUD Easement; and

- SWPPP, as required by the Tahoe General Construction Permit.

2.0 ENVIRONMENTAL SETTINGS

The Project area is located in the eastern portion of Placer County and within the Lake Tahoe Basin in Tahoe City, California, as depicted above in **Figure 1**. Currently, the Project area, which comprises a portion of the Tahoe City Town Center, contains the following:

- Paved public parking facility with 61 parking stalls and standard County overhead lighting;
- Wayfinding signage;
- County stormwater infrastructure (e.g., curb and gutter and drop inlets) and fire hydrant(s);
- Utility boxes;
- Ingress/egress at Grove Street; and
- Some pedestrian access to commercial uses via SR 28 sidewalks.

2.1 Aesthetics

The Project area abuts the SR 28 ROW, which is designated a Scenic Corridor by TRPA. The Project area is partially visible from Roadway Unit 15 (Tahoe City), which has a Threshold Composite score of 15.5 (TRPA 2016) with a status of "Attainment." SR 28 is eligible for the State Scenic Highway System, but is not designated as a scenic highway by Caltrans. The Project area is located outside of the Lake Tahoe shorezone and is visibly screened from the Shorezone Travel Route (the view that is scene from Lake Tahoe looking landward) as a result of topography and existing commercial building heights along the SR 28 corridor.

2.2 Agricultural and Forest Resources

The Project area contains no Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Additionally, the Project area contains no Forest Land or Timberland, as defined by PRC Section 12220, Article 3, and PRC Section 4526, respectively.

2.3 Air Quality and Greenhouse Gases

The Project area is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD) and is within the boundaries of the Lake Tahoe Air Basin (LTAB).

The federal CAA was passed by Congress in 1970 and last amended in 1990. The CAA gives the federal government (i.e., the USEPA) authority to establish air quality standards, including setting NAAQS for major air pollutants. In California, the USEPA has delegated the authority to CARB to prepare State Implementation Plans (SIPs) to demonstrate how areas that exceed National Ambient Air Quality Standards (NAAQS) will attain standards. CARB in turn has established CAAQS (California Ambient Air Quality Standards) for criteria air pollutants and delegated that authority to individual air districts. CAAQS's for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter and criteria air pollutants, such as Ozone (O_3), which is produced through the reaction in the atmosphere of NOx, and ROG, also called volatile organic compounds (VOC), with sunlight. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

With the enactment of SB 97, California's lawmakers expressly recognized the need to analyze greenhouse gas emissions (GHGs) as a part of the CEQA process. As part of the mandates in SB 97, the Office of Planning and Research (OPR) amended the CEQA Guidelines to include the analysis and mitigation of GHG emissions, which became effective on March 18, 2010. To further the goals of PCAPCD objectives, the PCAPCD has undertaken an effort to review all of its currently-recommended CEQA thresholds for criteria pollutants, revise them as appropriate, and develop new thresholds for GHG where appropriate. The overall goal of this effort is to develop CEQA significance criteria that ensure new development mitigate its contribution of significant air quality impacts in an effort to assist the region in attaining the air quality standards and to not interfere with State efforts to reduce greenhouse gas emissions, as they relate to land use development. PCAPCD staff has recommend that the Board of Directors adopt the following significance thresholds for GHG that are under consideration:

1. Bright-line Threshold of 10,000 metric tons of CO_2e (carbon dioxide equivalent) per year for the construction and operational phases of land use projects as well as the stationary source projects;
2. Efficiency Matrix for the operational phase of land use development projects when emissions exceed the De Minimis Level (Non-residential Urban is 26.5 Metric Tons CO_2e/1,000 square feet); and
3. De Minimis Level for the operational phases of 1,100 metric tons of CO_2e per year.

As reported in the 2020 Annual Report (PCAPCD 2020), the PCAPCD meets all federal ambient air quality standards, except for ozone (summertime smog). Typically, ozone exceedances of federal air quality standards occur during long stretches of hot stagnant days. Emissions from Placer County emission sources, as well as emissions that blow in from other parts of the State, contribute to the County not meeting federal air quality standards for ozone. For 2019, the Air Quality Index (AQI) for ozone was rated as "good" for 252 days, as compared to 210 days in 2018. The LTAB, however, is in attainment or unclassified for NAAQS, with the exception of carbon monoxide (CO) for which a status of attainment-maintenance is assigned.

The federal USEPA found that the PCAPCD and its Sacramento region attained the $PM_{2.5}$ (fine particulate matter) standard in 2017, but official redesignation won't occur until approval of a Maintenance Plan and Redesignation Request (PCAPCD 2020). PM is a mixture of solid and liquid particles, and because they originate from a variety of activities and processes, their chemical and physical compositions vary. PM pollution is caused mainly by human (anthropogenic) activities, such as residential wood burning, road dust, on-road and off-road vehicles, construction, and farming activities. PM can also be generated from natural sources such as windblown dust and wildfires. The $PM_{2.5}$ AQI was rated as "good" for 310 days, as compared to 237 days in 2018.

The PCAPCD has presented a new rule to establish general requirements and preventative measures for known sources of odors that is currently under consideration by their Board. In addition to the odor management rule, the PCAPCD is considering amendments to the following rules: Rule 218 Architectural Coatings, to fulfill a requirement that districts in non-attainment areas have contingency measures in the event they do not attain the ozone standard or meet reasonable further progress milestones; Rule 102 Definitions, to update the exempt volatile organic compounds list consistent with the USEPA's adopted list; and Rule 501, General Permit Requirements, to address technical comments received from the USEPA.

Under the CAAQS, the LTAB is also designated non-attainment-transitional for ozone and a non-attainment area for PM_{10}.

2.4 Biological Resources

2.4.1 Vegetation Communities and Habitat Composition

The Project area was surveyed on September 11, 2020, for special-status plants, habitat composition, incidental wildlife observations, noxious and invasive weeds, and jurisdictional wetlands or waters of the U.S. (**Appendix B**). Vegetation communities within the Project area consist of golf course turf grass, ornamental vegetation accompanying existing infrastructure, weedy grasses and forbs associated with open space adjacent to the Tahoe City Golf Course, and a riparian corridor along the stormwater drainage.

The turf grass community is non-native and is highly maintained for the purposes of the golf course. Ornamental species associated with the existing parking lot, street frontages, and building landscaping include native vegetation, such as Jeffrey pine (*Pinus jeffreyi*), Scouler's willow (*Salix scouleriana*), quaking aspen (*Populus tremuloides*), mountain spiraea (*Spiraea splendens*) and yarrow (*Achillea millefolium*) and non-native landscaping species, such as ornamental spruce (*Picea* sp.), lilac (*Syringa vulgaris*), and Shasta daisy (*Leucanthemum* x *superbum*). The weedy space between the existing parking lot and the golf course consists primarily of low growing grasses and forbs, including native species, non-native weedy species, and non-native ornamental species that have escaped adjacent cultivation, and include yarrow (*Achillea millefolium*), garden tansy (*Tanacetum vulgare*), wooly mullein (*Verbascum thapsus*), knotweed (*Polygonum* sp.), and field peppergrass (*Lepidium campestre*).

Patches of Scouler's willow adjacent to parking areas are regularly trimmed to maintain vehicular access. No TRPA uncommon plant areas or other sensitive natural communities were identified within the Project area. No special-status plant species are known to occur within the Project area, and there is limited potential habitat for such species due to the existing vegetation communities and disturbance. None were observed during the survey. No priority invasive plant species, as defined by the Nevada and Placer Counties Weed Management Area (WMA) Group (WMA Group 2018) for the eastern zone (above 2,500 feet elevation) and the Lake Tahoe Basin Weed Coordinating Group (2018), were identified during the surveys. Cheatgrass (*Bromus tectorum*), a non-native annual grass considered to be invasive, was noted in several locations during the surveys, although these populations are not monocultures and are interspersed with other species.

A linear constructed drainage ditch, flanked by riparian vegetation, is parallel to the back of the businesses and terminates near the golf course at a stormwater drain. This stormwater drain is connected to the Placer County Tahoe City Wetland Basin, an area-wide water quality treatment area, as discussed in Section 2.9. The drainage area is likely used for snow storage in the winter. The drainage does not have any upstream connections, and receives stormwater and snowmelt sheet flow runoff from the golf course and adjacent parking lots, and therefore is not considered a jurisdictional water of the U.S. under the Navigable Waters Protection Rule (USACE and USEPA 2020). However, this drainage would be considered a water of the state, as defined by the State Wetland Definition and Procedure for Discharges of Dredged of Fill Material to Waters of the State (State Water Board 2020), and would be subject to the dredge and fill discharge procedures. Vegetation associated with this drainage includes riparian grasses, sedges, and rushes, including mountain bog bulrush (*Scirpus microcarpus*), Baltic rush (*Juncus balticus*), and carex sedges (*Carex* spp.) and willows including Lemmon's willow (*Salix lemmonii*) and Scouler's willow.

2.4.2 Special-Status Species

Special-status species that may occur within or near the Project area are discussed below. Special-status species are species that have been afforded special recognition and protection by federal, state, or local resource conservation agencies and organizations. These species are generally considered rare, threatened, or endangered due to declining or limited populations. The PCAP indicates three (3) wildlife species with potential presence in the plan area are listed as endangered: willow flycatcher; bald eagle, and great grey owl. An additional two (2) species are listed as threatened: bank swallow and California wolverine (Placer

County and TRPA 2016). USFWS recently removed California wolverine from the Federal ESA threatened species list (October 8, 2020), although CDFW continues to list wolverine as a State threatened species. TRPA identifies numerical and management standards related to six special-interest species: bald eagle; osprey; golden eagle; peregrine falcon; northern goshawk; and deer; and one group of species—waterfowl. The standards establish a minimum number of population sites that must be maintained, while the management standard establishes disturbance free buffer zones for each species or species group. According to the 2015 Threshold Evaluation Report (TRPA 2016), the status of all special-interest species is "at or somewhat better than target." Threshold indicators for special interest wildlife species show stable or improving conditions. TRPA's development regulations have protected riparian wildlife habitats and partner agencies are making progress restoring these areas. Conflicts between people and black bears is also a challenge (Placer County and TRPA 2016).

No special-status species were observed during surveys conducted on September 11, 2020. Additional details regarding the designation of special-status species and their potential to occur within the Project area are discussed in more detail in Section 6.0, Biological Resources.

Goshawk Protected Activity Centers (PACs) and Threshold Zones within the Lake Tahoe Basin are designated by the Lake Tahoe Basin Management Unit (LTBMU). The Project area is approximately 0.9 miles from the Burton Creek Threshold Zone and 2.3 miles from the Burton Creek PAC, approximately 0.6 miles from the Twin Crags Threshold Zone and 0.9 mile from the Twin Crags PAC, and approximately 1 miles from the Page Meadows Threshold Zone and 1.9 miles from the Page Meadows PAC.

The nearest LTBMU-mapped willow flycatcher habitat is located 3.1 miles from the Project area, on the western side of Page Meadows. While the existing willow populations have the potential to support willow flycatcher individuals, the area is highly disturbed, landscaped, within close proximity to development, and is smaller than the preferred meadow/riparian habitat size.

According to the LTBMU mule deer habitat model (2004) there is 32,266.5 acres of high-quality fawning habitat in the basin and no suitable fawning habitat in the Project area. The nearest suitable fawning habitat is located 0.25 miles north west of the Project area in the open conifer forest above Tahoe City.

2.5 Cultural Resources and Tribal Cultural Resources

For purposes of CEQA, cultural resources are the tangible or intangible remains or traces left by prehistoric or historic peoples who inhabited California. These typically include prehistoric and historic archaeological sites. Cultural resources also include areas such as traditional cultural places and landscapes, and may even include objects, records, and manuscripts. A more recently defined type of cultural resource that was added to CEQA in 2015 is the tribal cultural resource, resources with cultural value to a California Native American Tribe. Tribal cultural resources may be sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe (CEQA Statute Section 21074). The identification and appropriate treatment of tribal cultural resources is determined through consultation with tribes.

Pedestrian inspections conducted on September 18, 2020 found no known or visible historic or prehistoric resources in the Project area that are potentially eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) and no unevaluated cultural resources. The Project area has been disturbed by past grading and fill activities for residential construction, road installation, and utility connections. The Cardno archeologist noted that three of the structures within the APE, but outside of the disturbance area of the Project area, were constructed more than 50 years ago.

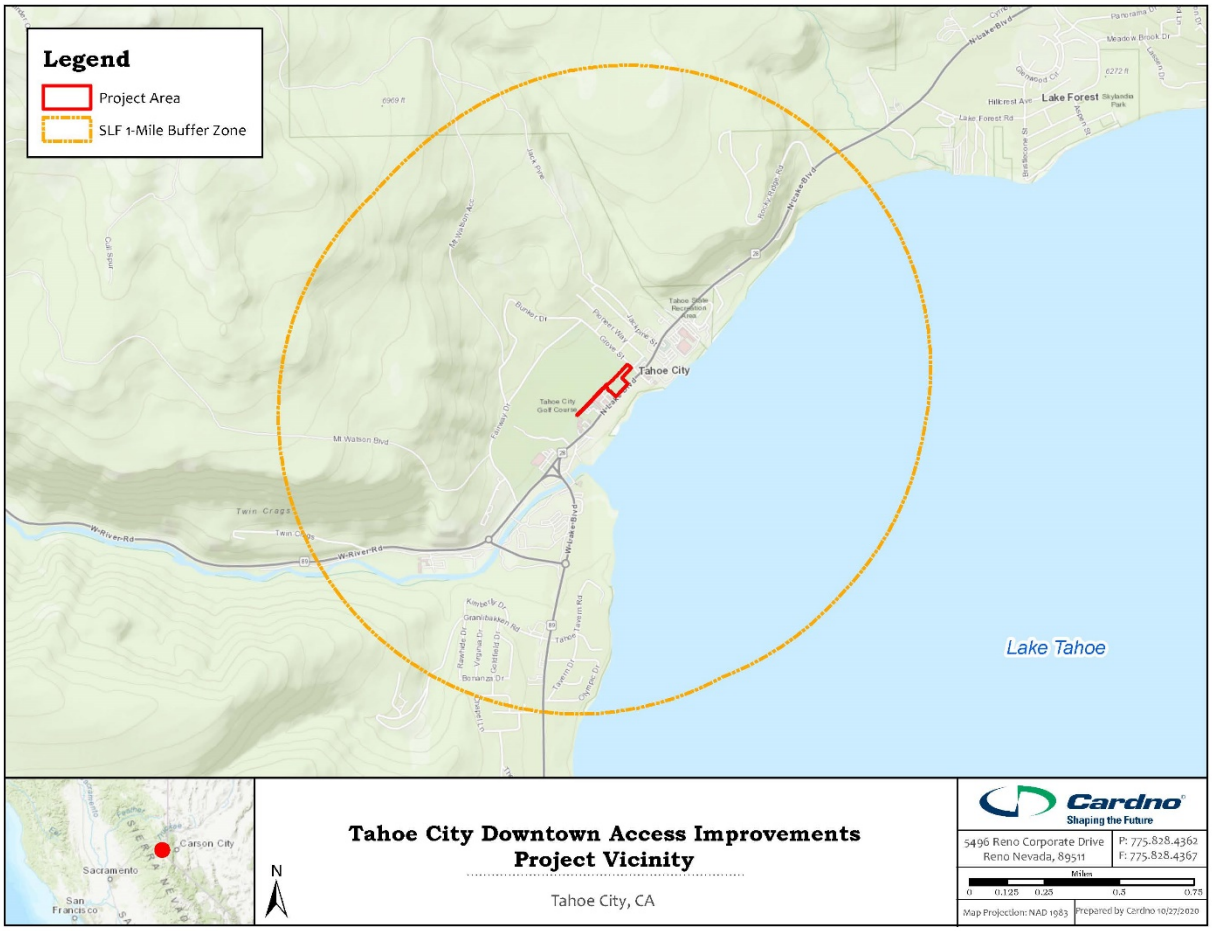
On September 23, 2020, Cardno archaeologists submitted a request to the NAHC for a search of the Sacred Lands File. The NAHC responded on October 7, 2020, with results of the Sacred Lands File search. The

Sacred Lands File search did not indicate the presence of a place or places of importance to any Native American parties within the vicinity of the Project's area of potential effects (APE) (**Figure 4**). The County contacted the following groups and individuals that might have knowledge of cultural resources in the vicinity of sediment management activities:

- Gene Whitehouse, United Auburn Indian Community of the Auburn Rancheria (cc: Mathew Moore and Rebecca Allen, Ph.D.);
- Darrel Cruz, Washoe Tribe of Nevada and California;
- Pamela Cubbler, Colfax Todds Valley Consolidated Tribe; and
- Randy Yonemura, Ione Band of Miwok Indians.

The County sent letters on September 25, 2020 to the tribes that had requested AB52 notification from the County to solicit information regarding sensitive cultural resources in and near the sediment disposal area and to determine whether they or their respective tribal organizations had an interest in or concerns with the activities to be implemented. The letters were delivered or picked up between September 28, 2020 and October 5, 2020.

Figure 4. Project Area Sacred Lands Search Buffer



2.6 Energy

Current energy supply to the Project area includes the electrical system that powers the existing overhead safety lighting for the existing public parking facility.

2.7 Geology, Soils, Land Capability and Stream Environment Zones

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 established policies and criteria for classifying known active earthquake fault zones in California. According to the act, known active faults are mapped and ranked by the state geologist in terms of their potential for surface rupture based on the existence or absence of a detectable fault trace and the how recent fault displacement has occurred. Per the California PRC Sections 2621 through 2630, a fault must be sufficiently active and well defined for an area to be designated as an earthquake fault zone. As a result, only faults with a high potential for ground rupture are zoned. The Project area is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone.

As shown in **Figure 5**, the Project area contains no active faults. One recognized active fault, the North Tahoe-Incline Village fault, is several miles northeast of Tahoe City (Jennings 1994). Several early Quaternary faults are located within a 30-mile radius of the Project area, including the West Tahoe-Dollar Point fault zone. The mapped faults are a combination of concealed and known faults, but the nature or period of movement or the direction of displacement is not known.

The geology unit underlying the Project area is Pliocene olivine basalt (Geologic map unit QTttb), a volcanic rock parent material overlain by lacustrine and glacial sediment deposits. This geologic unit is not prone to liquefaction.

Soil map units underlying the Project area include Tahoe complex, 0 to 5% slopes, gravelly and Tahoma-Jorge complex, 2 to 15% slopes. Tahoe complex (NRCS Soil Map Unit 7042) parent material consists of alluvium derived from granitic and volcanic rocks; this complex is poorly drained, very high runoff potential, and has a hydric soil rating. Tahoma-Jorge complex (Natural Resource Conservation Service [NRCS] Soil Map Unit 7222) parent material is comprised of colluvium over residuum weather from andesite; this complex is well drained, has low runoff potential, and is not classified as a hydric soil. Depth to groundwater is anticipated to be variable, fluctuating by season and in response to spring runoff regimes. Depth to groundwater has been measured between 4 to greater than 40 feet bgs (McGinley and Associates 2020).

The Project area primarily overlies SEZ, which is a term unique to the Lake Tahoe region. TRPA Code Chapter 90, Definitions, defines an SEZ as "generally an area that owes its biological and physical characteristics to the presence of surface or ground water." SEZs are recognized by TRPA's Land Capability District (LCD) system as class 1b and affords 1% base allowable land coverage (BAL). The LCDs range from 1 to 7, with 1 being the most environmentally sensitive and 7 being the most suitable for supporting development. SEZs within the TBAP have generally have been disturbed (TRPA 2016). The Project area also contains areas classified as LCD 5, which affords 20% BAL. **Figure 6** illustrates the LCDs currently mapped within the Project area.

Figure 5. Project Area Geology and Distance to Faults

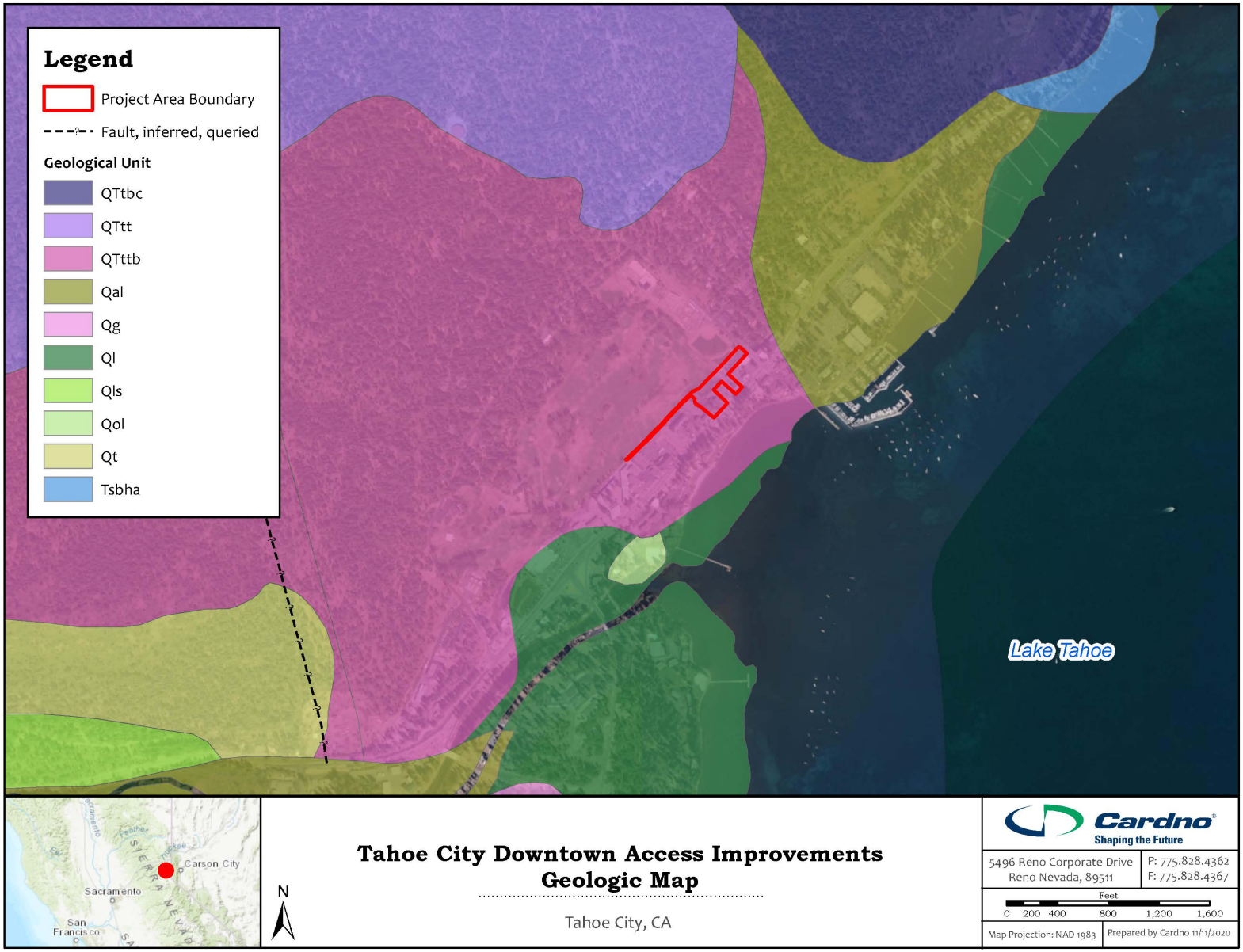
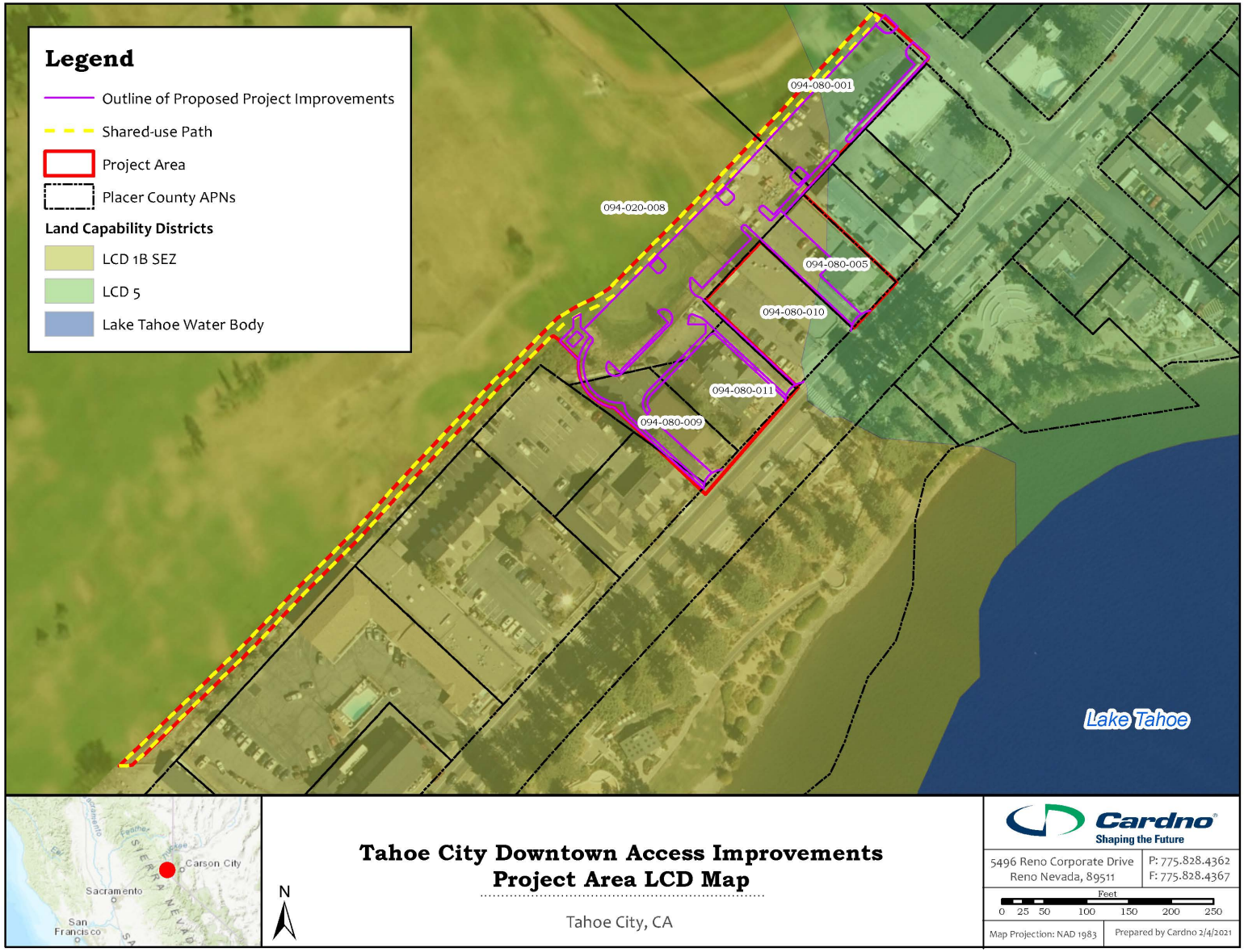


Figure 6. Project Area Land Capability Districts



2.8 Hazards and Hazardous Materials

Hazardous materials site is mapped within the Project area, as based on data and information reviewed in August 2020 on the: Geotracker for Hazardous Materials; California Department of Toxic Substances Control's Envirostor; and California Environmental Protection Agency's Cortese List. An APE search radius of 2,000 feet from the centroid of the linear Project area was chosen in order to map the entire length of the Project area.

There is one site identified within the Project area's APE in the GeoTracker for Hazardous Materials database. The facility name is Big Tree Cleaners at 531 North Lake Boulevard (APN 094-080-010) where tetrachloroethylene (PCE) was discovered in soil and groundwater samples during a Phase II Site Investigation in 1997. Piping was repaired soon after in 1997, excavations conducted in 1998 and a groundwater pump and treat systems installed and put into operation late in 1998. The treatment system operated until October 2018; however, this site is classified as an active Cleanup Program Site with on-going monitoring and quarterly reporting to the Lahontan Water Board and State Water Board. Additionally, four (4) Leaking Underground Storage Tank (LUST) Cleanup Sites are mapped in the APE, all of which have been closed by the Lahontan Water Board.

According to the Post-Remediation Groundwater Monitoring Report -1st Half 2020 (McGinley and Associates 2020), groundwater monitoring activities for PCE originating at APN 094-080-010 during this most recent reporting period consisted of:

- Gauging the groundwater level at 19 monitoring wells during the first quarter;
- Gauging the groundwater level at 25 monitoring wells during the second quarter;
- Collecting groundwater samples at 15 monitoring wells during the first quarter;
- Collecting groundwater samples at 22 monitoring wells during the second quarter;
- Analytical testing of groundwater samples; and
- Preparing the monitoring report.

McGinley personnel conducted the first quarter 2020 groundwater sampling between February 24 and 26, 2020 and conducted the second quarter groundwater sampling between May 7 and May 8, 2020. The site is underlain by a shallow water bearing unit located approximately five (5) to eight (8) feet below ground surface. This water bearing unit is approximately five (5) to ten feet thick, is discontinuous and appears to terminate beneath North Lake Boulevard. During first quarter sampling, groundwater flow direction in the shallow water bearing unit is southeasterly under a hydraulic gradient of approximately 0.015 foot/foot and away from the Project area adjacent to the APN to the north. Groundwater levels in the wells screened in the shallow water bearing unit generally increased between 0.25 and 2.38 feet between the fourth quarter 2019 and first quarter 2020 sampling events with the exception of one monitoring well, which decreased by 0.66 feet. During second quarter sampling, groundwater flow direction in the shallow water bearing unit is southerly under a hydraulic gradient of approximately 0.020 foot/foot. Groundwater levels in the wells screened in the shallow water bearing unit fluctuated between the first and second quarter 2020 sampling events and increased between 0.04 and 0.49 feet at four (4) wells and decreased between 0.04 and 2.38 feet at four (4) wells.

Monitoring for 2020 reports that the size of the PCE plume in the aquifer remained relatively stable. Between the fourth quarter 2019 and the second quarter 2020, PCE concentrations fluctuated in the body of the plume but remained within the range of historic PCE levels.

2.9 Hydrology and Water Quality

The 102,190 square foot (2.35-acre) Project area disturbance footprint comprises a portion of the 782-acre Tahoe State Park watershed and 19,595-acre TRPA Tahoe City hydrologic area. Existing conditions of the Project area are primary paved, with no surface waterbodies. No wetlands are identified in the National Wetlands Inventory (NWI) within or directly adjacent to the Project area. Additionally, no functional TRPA SEZs are mapped within the Project area, as areas mapped as LCD 1b have been subject to anthropogenic modifications within the County parcels, private parcels, and adjacent golf course facility. Functional SEZs are located in close proximity to the Project area and within the Tahoe City Golf Course complex, but at a distance from areas of potential project disturbance. The Project area, through the existing area-wide stormwater system, drains toward the Placer County Tahoe City Wetlands Basin, an area-wide water quality treatment facility that is hydrologically-connected to the Lower Truckee River, for treatment to land.

2.10 Land Use, Zoning, Permissible Uses

The Project area comprises a portion the Greater Tahoe City Mixed-use Town Center, Tahoe City Golf Course and Fairway Tract South Sub-districts identified in the TBAP. The Mixed-use Town Center Sub-district has a special policies that this sub-district is appropriate for a variety of land uses with pedestrian and transit facilities and that the focus within this sub-district should be on implementation of mobility, multi-modal, and complete street strategies included in the TRPA RTP and ATP and the TCMP, including improved parking and circulation along SR 28 near Grove Street and construction of the multiuse trail gap between Commons Beach and the Wye.

The commercial properties along SR 28 have a land use designation of Commercial with Mixed Use Town Center zoning. As defined in the TBAP, Town Centers contain most of the Region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Lake Tahoe Region. Mixed-Use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.

A portion of the Project area is located outside the Town Center boundary and on APNs 094-080-001 (Tahoe City Dog Park) and APN 094-020-008 (Tahoe City Golf Course), which are zoned Mixed Use Residential and Mixed Use Recreation, respectively. Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas. Residential and Commercial uses are no longer allowed at the Tahoe City Golf Course, establishing an open space / recreation connection between the Town Center and LTBMU-managed lands to the north.

The Project proposes an expansion of the existing public parking facility, a small public restroom facility (optional), and construction of a section of proposed Class 1 multi-use trail along the southern boundary of the Tahoe City Golf Course parcel. The Project area is outside of the Tahoe City Golf Course Special Planning Area designated by the TBAP to encompass the portion of the golf course containing existing development and commercial uses.

Class 1 multi-use trails and runoff and erosion control (i.e., stormwater improvements) are permissible uses within all or a portion of the TBAP's Mixed Use, Recreation, and Residential Sub-districts. The Project would expand the existing public parking facility, an existing accessory use to the adjacent recreation facilities (i.e., dog park, ball fields and Tahoe City Golf Course) as well as other nearby recreation amenities.. These uses are Allowed Uses under the categories of Day Use Areas, Golf Courses, and Cross Country Skiing Courses, per the TBAP's regulations for Recreation Districts. New pipe lines and power transmission would require a Conditional Use Permit (CUP).

2.11 Mineral Resources

The TRPA RPU, County General Plan, nor the TBAP identify any sites within the Project area or vicinity as containing important mineral resources. Additionally, the Project area contains no mineral resource recovery sites.

2.12 Noise

The TRPA 2015 Threshold Evaluation Report (TRPA 2016) identifies transportation corridors as the main source of noise in the Plan area. Other noise sources include motorized aircraft and watercraft, construction vehicles and equipment, machinery associated with refuse collection and snow removal, and off-road vehicles.

During development of the TBAP, TRPA and a peer review panel recommended that noise standards and evaluation approaches be re-evaluated. The majority of standards were determined to be out of attainment as a result of a 'no exceedance' interpretation of the standard and that TRPA has little enforcement authority to address many noise issues – in particular, single event noise.

The applicable maximum CNELs (Community Noise Equivalent Levels) are variable. Within the TBAP sub-districts, Mixed-use Town Center has a maximum CNEL of 55 dBA and Residential and Recreation sub-districts have a maximum CNEL of 55 dBA. Exemptions to noise limitations apply to noise from TRPA-approved construction or maintenance projects or the demolition of structures provided such activities are limited to the hours of 8 a.m. to 6:30 a.m.

2.13 Population and Housing

United States Census Bureau census data available for 2018 indicates that Tahoe City, California has a population of 2,151 people (U.S. Census Bureau 2018). The median age of the population is 48 years with 86% of the population over the age of 16 years. Population make up as of 2018 is reported as 94% White with the remaining 6% of the population identifying as Black of African American alone, some other race alone, and two or more races.

U.S. Census data available for 2018 report a total of 4,842 housing units in Tahoe City (Zip Code 96145) with 1,051 units identified as occupied and 3,791 vacant housing units. Over 70% of the housing stock is identified as being built prior to 1979. The homeowner vacancy rate is estimated at 9.7% and the rental vacancy rate is estimated at 5.1%

2.14 Public Services

Placer County Department of Public Works, Placer County Mosquito and Vector Control, TCPUD, Tahoe Truckee Sanitation Agency, North Tahoe Fire Protection District, Placer County Sherriff's Department, and Tahoe-Truckee Unified School District serve the Project area.

Placer County Facility Services Department, Environmental Engineering Division administers and manages the countywide solid waste programs. Programs in eastern Placer County include garbage

collection contracts, education and outreach, Eastern Regional Materials Recovery Facility (MRF), Household Hazardous Waste Collection Facility, and recycling centers, and satellite recycling bins. The MRF is located on property owned by Placer County and the County contracts with Eastern Regional Sanitary Landfill, Inc. to conduct the day-to-day operations and maintenance of the Facility. The MRF receives, separates, processes and markets recyclable materials removed from the waste stream. The facility is permitted to receive 800 tons of material per day, and 832 vehicles per day, and is operated subject to a Solid Waste Facility Permit under the jurisdiction of the Department of Resources, Recycling, and Recovery (CalRecycle). Residual waste is consolidated and transported to the Lockwood Landfill in Nevada, which is a municipal solid waste facility located in Storey County, off of I-80, east of Sparks, Nevada. On average, the Lockwood Regional Landfill receives 5,000 tons of waste each day (Nevada Division of Environmental Protection [NDEP] 2017).

2.15 Recreation

The Project area is adjacent to and comprises a portion of the southern Tahoe City Golf Course parcel, but contains no existing recreation uses. The existing public parking facility supports recreation uses in the vicinity such as parking for the dog park, ball field, Tahoe City Golf Course, as well as other nearby recreation amenities such as Commons Beach.

2.16 Transportation, Traffic and Circulation

LSC Transportation Consultants, Inc. prepared the *Tahoe City Downtown Access Improvement Project – Traffic Study* (November 5, 2020), which is contained in **Appendix C**. The study considered the existing SR 28 ROW configuration, including intersection and roadway level of service (LOS), and safety and crash data analysis, and provided a summary of recommendations and a preferred alternative. LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. Six (6) LOSs are defined for each type of facility. They are given letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS standards for TRPA and the County are defined below.

<u>TRPA LOS Standards.</u> TRPA currently has no adopted standard for unsignalized intersections. Regional traffic operations and LOS standards for the Lake Tahoe Basin, established in Chapter 24, Transportation Element of the TRPA Goals and Policies, require that peak-period traffic flow not exceed the following:

- LOS C on rural recreational/scenic roads;
- LOS D on rural developed area roads;
- LOS D on urban developed area roads;
- LOS D for signalized intersections; and
- LOS E may be acceptable during peak periods in urban areas, not to exceed 4 hours per day.

Table 4 presents the intersection volumes, based on traffic counts for existing conditions of the Project area. **Table 5** identifies the existing LOS for the study intersections associated with the Project area. Existing LOS for the Project area intersections were evaluated using the Synchro 10 software package, based upon Highway Capacity Manual methodologies. As shown in **Table 5**, LOS at the SR 28/Grove Street intersection is LOS F for the side street (Grove Street) approaches, while LOS D is found for the southbound approach to the SR 28/Jackpine Street/Boatworks Mall Driveway intersection. The private driveway intersections along SR 28 all have an LOS of C, for the southbound movement. The presence of the two-way left turn lane helps to reduce traffic delays for these southbound movements, as it allows for two-stage left turn movements.

Table 4. Existing Turning Movement Volumes at Intersections

Intersection	Northbound			Southbound			Eastbound			Westbound			Totals
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SR 28/Any Mountain	--	--	--	10	--	9	5	760	--	--	647	5	1,436
SR 28/Grand Central	--	--	--	4	--	4	8	757	--	--	648	9	1,430
SR 28/Mother Nature	--	--	--	4	--	3	3	762	--	--	654	4	1,430
SR 28/Grove Street	11	0	15	25	1	39	15	734	19	7	610	23	1,499
SR 28/Jackpine Street/Boatworks	20	0	42	41	0	28	25	683	16	18	574	18	1,495
Grove Street/Grove Street Lot	36	13	--	--	28	2	4	--	34	--	--	--	117

Source: Appendix C, Table 3

Table 5. Existing Intersection Level of Service

				Movement					
	EW Street	**NS Street**		**Northbound**	**Eastbound Lane**	**Eastbound Turning**	**Westbound Lane**	**Westbound Turning**	**Southbound**
1	**SR 28**	**Any Mountain Driveway**	**LOS** **Delay(s)**	-- --	A 9.1	A 0	-- --	A 0	C 15.3
2	**SR 28**	**Grand Central Driveway**	**LOS** **Delay(s)**	-- --	A 9.1	A 0	-- --	A 0	C 15
3	**SR 28**	**Mother Nature's**	**LOS** **Delay(s)**	-- --	A 9.1	A 0	-- --	A 0	C 15.1
4	**SR 28**	**Grove Street**	**LOS** **Delay(s)**	F 50.3	B 12	A 0	B 13.3	A 0	F 67.9
5	**SR 28**	**Jackpine Street/ Boatworks**	**LOS** **Delay(s)**	C 24.3	A 9.5	A 0	B 10.1	A 0	D 27.9
6	**Grove Street Lot Driveway**	**Grove Street**	**LOS** **Delay(s)**	A 7.3	A 8.7	-- --	-- --	-- --	-- --

Source: Appendix C, Table 4

Key queue length concerns stated in the traffic study are limited to the southbound queues approaching SR 28 at Grove Street and Jackpine Street, including:

- Grove Street Southbound Queue – 2.9 vehicles (i.e., 58 feet, at 20 feet per vehicle), as there is 60 feet from the southbound Stop bar to the Fat Cat driveway, and this queue length does not generally impeded access into the driveway.
- Jackpine Street Southbound Queue – 1.4 vehicles (i.e., 28 feet), as there is 140 feet from the southbound Stop bar to the US Bank driveway and 40 feet to the drive-through egress lane, and this queue length is not impeding access to the property.

Parking counts for peak summer (i.e., Saturdays in August) and in the offseason (i.e., a Saturday in October) were conducted throughout the Tahoe City commercial core area in 2019 as part of the Resort Triangle Transportation Plan. A review of these counts indicates the following:

- The traffic study area as a whole has 252 parking spaces, of which 133 are private spaces and 119 are public spaces. Of these public spaces, 36 are in the Grove Street Lot, and 82 are along the state highway or Grove Street.
- Overall, a maximum of 219 vehicles were observed parked in this traffic study area at any one time (3 PM on the summer Saturday), equal to 87% of all spaces.
- The maximum public space observed parking was 107 (90%) around 3 PM, while the maximum private space parking was 119 (89%) around 5 PM.
- Total parking demand in the offseason was 20 percent lower than in the peak summer season.
- Various individual parking areas reached or exceeded 100% utilization. Exceeding 100% utilization in parking lots reflects vehicles parking outside of defined parking spaces. Along the roadways (which do not have painted individual parking spaces), exceedance of 100% reflects drivers squeezing into spaces smaller than then 25 feet in length assumed in estimating the parking capacity and/or drivers parking in illegal areas (such as close to a cross-street). Areas exceeding the legal capacity include the curb parking along the south side of SR 28, the Fat Cat parking lot, the Big Tree Center parking lot and the Grove Street public parking lot.
- Of note, the Grove Street public parking facility exceeds the striped capacity of 36 spaces by one vehicle, in both summer and off-season in the early afternoon. However, at all times there are a minimum of seven spaces available nearby along the sides of Grove Street.

The central Tahoe City commercial core is a busy pedestrian zone. As detailed in **Appendix C**, total two-way pedestrian volumes at key locations observed in recent counts are as follows:

- SR 28 at West Side of Grove Street – 308 pedestrians per hour;
- Grove Street at South Side of SR 28 – 187 pedestrians per hour;
- Grove Street at North Side of SR 28 – 91 pedestrians per hour; and
- Grove Street Lot Driveway at West side of Grove Street – 49 pedestrians per hour.

2.17 Utilities and Service Systems

The Project area contains the following underground public utilities and service systems:

- AT&T;
- Spectrum Communications;
- Southwest Gas Corporation;
- Tahoe City Public Utility District (TCPUD); and

- Liberty Utilities.

2.18 Wildfire

The Placer County Office of Emergency Services (OES), in cooperation with local cities, special districts, and fire and law enforcement agencies, provides emergency management services. OES prepares emergency and contingency plans, ranging from evacuation plans to emergency operations plans. These help specify the roles and responsibilities of first responders and emergency management personnel an incident. During an active incident that requires emergency sheltering, such as a fire or a flood, OES secures resources necessary for first responders to protect the community.

North Tahoe Fire Protection District serves the Project area, was formed in 1993 and protects an area of 32 square miles on the north and west shores of Lake Tahoe with a population of around 15,000. There are six fire stations located in Alpine Meadows, Tahoe City, Homewood, Dollar Hill, Carnelian Bay and Kings Beach and are staffed by approximately 50 uniformed and support personnel. North Fire Tahoe Protection District performs defensible space inspections to reduce the impact of wildland fires. The closest fire station is less than one mile from the Project area and located at 222 Fairway Drive, Tahoe City, California.

The Project area does not contain forest lands or tree canopy but is in close proximity to United States Department of Agriculture Forest Service (USFS) lands to the north of the Tahoe City Town Center. Lands adjacent to the TBAP are under the jurisdiction of the Tahoe National Forest and are outside of the Lake Tahoe Basin. The Tahoe National Forest has an active fuels management program, treating thousands of acres of vegetation every year to reduce the fire hazard to woodlands and communities adjacent to National Forest lands. Fuels management in the Tahoe National Forest follows recommendations in the Tahoe National Forest Plan and the Sierra Nevada Forest Plan.

3.0 AESTHETICS (CEQA) AND SCENIC RESOURCES/COMMUNITY DESIGN & LIGHT AND GLARE (TRPA)

This section analyzes Project impacts on aesthetics, scenic resources, and light and glare during construction and operations. Potential impacts are evaluated based on information developed through site visits; review of existing published documents, including TRPA mapping of scenic travel route roadway unit ratings and bicycle trail viewshed protection area scenic quality ratings; and review of temporary and permanent Project design features.

Table 6 identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 6. Aesthetics, Scenic Resources/Community Design, and Light and Glare Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Have a substantial adverse effect on a scenic vista? (CEQA Ia)	☐	☐	☐	☒
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (CEQA Ib)	☐	☐	☐	☒
Substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic)	☐	☐	☐	☒
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (CEQA Id)	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Include new or modified sources of exterior lighting? (TRPA 7a)	☒	☐	☐	☐
Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA 7b)	☐	☐	☐	☒
Cause light from exterior sources to be cast off-site or onto public lands? (TRPA 7c)	☐	☐	☐	☒
Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA 7d)	☐	☐	☐	☒

Will the proposal:	Yes	No, With Mitigation	Data Insufficient	No
TRPA Initial Environmental Checklist Item				
Will the proposal be visible from any state or federal highway, Pioneer Trail, or Lake Tahoe? (TRPA 18a)	☒	☐	☐	☐
Be visible from any public recreation area or TRPA designated bicycle trail? (TRPA 18b)	☐	☐	☐	☒
Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA 18c)	☐	☐	☐	☒
Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA 18d)	☐	☐	☐	☒
Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA 18e)	☐	☐	☐	☒

3.1 CEQA Checklist Analysis – Aesthetics

CEQA Ia. Would the Project have a substantial adverse effect on a scenic vista?

Standard of Significance. CEQA defines a scenic vista as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public as defined by local plans or policies (e.g., County General Plan or TRPA Scenic Guidelines). Creating visually dominant features that are out of scale with the surrounding landscape constitutes a significant impact to scenic vistas under CEQA. Points of significance include: (1) creation of strong visual contrast; (2) reduction in scenic vista area viewed from foreground or middleground; and/or (3) non-compliance with scenic resource goals, policies, or standards of federal, state, or local agencies. CEQA relies on local policies to define scenic vistas.

Both the County's General Plan and the TRPA RPU describe Lake Tahoe and the forested Sierra Nevada Mountains as among the region's scenic resources. A small portion of the Project area abuts the SR 28 ROW (i.e., existing commercial driveway entrances), which is designated a Scenic Corridor by TRPA. The Project area is partially visible from Roadway Unit 15 (Tahoe City), which has a Threshold Composite score of 16.5 (TRPA 2011), but is primarily screened by existing commercial buildings and uses. No scenic viewpoints have been formally designated at the Project area.

The Project would not affect views of the mountains because improvements would be below or at-grade, constructed along existing roadways and commercial development and would comply with County and TRPA design standards. The Project, by design and form, avoids the creation of strong visual contrast and direct and indirect effects on scenic vistas. The Project would not block or modify existing views of Lake Tahoe or other scenic vistas. The Project area contains no scenic vistas visible from public roadways or recreational areas. The Project would not create a new visibly dominant anthropogenic feature that is out of scale with the surrounding landscape. Compliance with the County General Plan, County Code, and TBAP standards for site, building, landscaping, and development will adequately ensure potential impacts to aesthetics and the TRPA-designated scenic roadway unit would be less than significant.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA Ib. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Standard of Significance. The significance criteria outlined above for CEQA Ia also apply to CEQA Ib for consideration of impacts to state scenic highways, as CEQA relies on local policies to define scenic vistas.

TRPA has designated major highways and roadways in the Lake Tahoe Basin as scenic roadway travel routes or roadway units (TRPA 2015). The Project area abuts the SR 28 ROW, which is designated a Scenic Corridor by TRPA. The Project area is partially visible from Roadway Unit 15 (Tahoe City), which has a Threshold Composite score of 16.5 (TRPA 2011). SR 28 is eligible for the State Scenic Highway System, but is not officially designated as a scenic highway by Caltrans. No scenic viewpoints have been formally designated at the Project area.

The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building, within a state scenic highway because no state scenic highway is located within or in the vicinity of the Project area.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA Ic. Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

Standard of Significance. Degradation in visual quality or elimination of a specific scenic resource results in a significant impact to scenic resources.

Temporary impacts to the visual character and quality occur during construction. Construction impacts would be temporary and intermittent and are not expected to persist over one construction period. Following construction, the Project area would be landscaped and revegetated to avoid prolonged scenic degradation.

Project construction would have temporary impacts on the visual quality of the Project area; however, the Project installs facilities that would be primarily located at-grade and underground, and would not significantly degrade the existing visual character or quality of the site and its surroundings. Following post-construction site cleanup, demobilization and revegetation and landscaping of areas disturbed during construction, Project operations would expand County infrastructure with less than significant changes in visual character of the Project area, as compared to existing conditions.

Compliance with County General Plan, County Code, and TBAP standards for site, building, landscaping, and development will adequately ensure that potential impacts to aesthetics and TRPA-designated scenic resources would be less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA Id. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Standard of Significance. An increase in lighting or glare sufficient to enter adjacent residences constitutes a significant impact to day or nighttime views in the Project area.

As stressed in the TBAP Implementing Regulations (Placer County and TRPA 2016), outside lighting increases the operational efficiency of a site, provides a measure of site security, and can enhance the aesthetics of a site and the architectural qualities of structures. In determining the lighting for a project, the source, intensity, and type of illumination should be appropriate for the lighting needs. Existing public safety lighting along sidewalks and typical overhead roadway intersection lighting are present along the SR 28 commercial corridor. Overhead public safety lighting is in use for the existing public area facility, and typical exterior light sources are also present at commercial properties within and adjacent to the Project area. Residential areas in the vicinity of the Project area include single-family houses.

The Project proposes new public safety lighting to discourage loitering and associated nuisances and public safety concerns. New lighting would provide the minimum lighting necessary to meet performance and safety standards and minimize the potential for impacts to neighboring properties or the night sky. Project lighting would not be more substantial than existing lighting in the Project area and vicinity.

New overhead safety lighting would conform to the TBAP requirement for fully-shielded outdoor lighting fixtures and TRPA Code Section 36.8, Exterior Lighting General Standards. These standards include, but are not limited to, the following provisions that would ensure that subsequent development does not result in significant adverse lighting impacts:

1. Outdoor lights will not blink, flash, or change intensity or give the illusion of movement.
2. Illumination utilizing exterior light fixtures is permitted, provided the following criteria are met:
    a. Lighting will only be directed downward (not above the horizontal plane) to avoid sky-lighting. Up-lighting for any purpose including the lighting of architecture or landscape architecture is not permitted except with overhead shields to prevent nighttime sky-lighting.
    b. The light source (bulbs), within a fixture as seen in elevation, will not be visible, including the cobra head fixture style.
    c. No light (freestanding or building mounted) will spray off-site. The use of cutoff shields or other devices as approved by staff will be required, including parking garages. (Note: parking garages will not have fluorescent lighting.)
    d. The maximum height of exterior architectural building lighting and landscape lighting will be 26 feet and the light source is shielded from view.

The Project proposes no new sources of substantial light or glare that would adversely affect day or nighttime views in the area. The Project would comply with TRPA Code and TBAP provisions for new or modified sources of light or glare to result in less-than-significant impacts to day or nighttime views.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

3.2 TRPA Checklist Analysis – Light and Glare

TRPA 7a. Will the proposal include new or modified sources of exterior lighting?

Standard of Significance. An increase in lighting or glare sufficient to enter adjacent residences constitutes a significant impact to day or nighttime views in the Project area.

The Project will install new pedestrian-oriented lighting for public safety. Refer to the analysis for CEQA Id, which concludes that the level of potential impact to adjacent residences, as related to new or modified

sources of exterior lighting, would be less than significant. The Project would comply with TRPA Code and TBAP provisions for new or modified sources of light or glare to result in less-than-significant impacts to day or nighttime views.

Environmental Analysis: **Yes; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 7b. Will the proposal create new illumination which is more substantial than other lighting, if any, within the surrounding area?

Standard of Significance. An increase in lighting or glare sufficient to enter adjacent residences constitutes a significant impact to day or nighttime views in the Project area.

Refer to the analysis for CEQA Id, which concludes that the level of potential impact to the area adjacent to the Project area, as related to new sources of light or glare, would be less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 7c. Will the proposal cause light from exterior sources to be cast off-site or onto public lands?

Standard of Significance. An increase in lighting or glare sufficient to enter adjacent public lands constitutes a significant impact to day or nighttime views in the Project area.

Refer to the analysis for CEQA Id, which concludes that the level of potential related to new sources of light or glare, including the Tahoe City Golf Course, would be less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 7d. Will the proposal create new sources of glare through the siting of the improvements or through the use of reflective materials?

Standard of Significance. An increase in glare sufficient to enter adjacent residences constitutes a significant impact to day or nighttime views in the project area.

Refer to the analysis for CEQA Id, which concludes that the level of potential impact as related to new sources of light or glare, including adjacent residential areas, would be less than significant. No new sources of glare would result from the Project. The Project would conform to TRPA Code Section 36.8, Exterior Lighting Standards and Chapter 38, Signs, which prohibits reflective materials.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

3.3 TRPA Checklist Analysis – Scenic Resources/Community Design

TRPA 18a. Will the proposal be visible from any state or federal highway, Pioneer Trail, or Lake Tahoe?

Standard of Significance. A degradation of adopted TRPA scenic thresholds including scenic travel route or scenic quality ratings constitutes a significant impact on scenic resources.

The Project area is not visible from a federal highway, Pioneer Trail or Lake Tahoe, but would be partially visible from SR 28 and Scenic Roadway Unit 15.

Project construction temporarily impacts the scenic quality of the Project area; however, the completed Project would not affect the scenic quality rating of Roadway Unit 15. The Project proposal includes SQIP recommendations for landscaping, stormwater improvements, pedestrian connectivity, and vehicular circulation and safety, and would remain primarily screened from view of Scenic Roadway Unit 15 by existing commercial buildings and uses. Implementation of these Project components would serve to maintain the scenic quality of SR 28 and result in less-than-significant impacts to the roadway unit.

Environmental Analysis: **Yes; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 18b. Will the proposal be visible from any public recreation area or TRPA designated bicycle trail?

Standard of Significance. A reduction in scenic vista area viewed from foreground or middleground from a public recreation area or TRPA-designated bike trail or degradation in visual quality or elimination of a TRPA-designated scenic resource constitutes a significant impact to scenic resources.

The Project area contains no TRPA-designated scenic resources and is not visible from a public recreation area. Construction activities would be visible from Tahoe City Golf Course that is not classified as a TRPA-designated recreation area. Following construction, only standard safety lighting and the exterior lighting for the public restroom facility, if installed, would persist above grade, and the level of impact to visual quality would be less than significant when viewed from the proposed section of Class 1 mixed-use trail.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 18c. Will the proposal block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

Standard of Significance. Creating visually dominant features that are out of scale with the surrounding landscape constituents a significant impact to Lake Tahoe or other scenic vistas. Significant impacts include: (1) creation of strong visual contrast; (2) reduction in scenic vista area viewed from the foreground or middleground; and/or (3) non-compliance with scenic resource goals, policies, or standards of federal, state, or local agencies.

Refer to the analysis for CEQA Ia, which concludes that the level of potential impact related to scenic vistas would be less than significant. The Project would not create a new, visibly dominant anthropogenic feature that is out of scale with the surrounding landscape, as most Project components would be installed at-grade or belowground. The Project area contains no TRPA-designated scenic vistas and Project improvements would not block existing screened views of Lake Tahoe. Because Project improvements would not block or modify existing views of Lake Tahoe or other scenic vistas, the level of potential impact to existing views would be less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 18d. Will the proposal be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

Standard of Significance. TRPA Code Chapter 37 sets forth standards for building height and is not applicable to the Project. TRPA Code Chapters 36, Design Standards, and 66, Scenic Quality, set forth standards to ensure projects are designed and constructed consistent with Community Design Sub-element of the RPU Land Use Element. The TBAP specifies the TRPA Code standards that were adopted by TRPA and the County. An inconsistency with these standards constitutes a significant impact.

The Project would construct facilities at-grade or below grade, with the exception of an optional public restroom facility and the standard overhead safety lighting that would conform to TRPA Code, TBAP implementing regulations and County design standards. The Project proposal appropriately incorporates the appropriate TRPA, TBAP and County design and scenic quality standards and would result in no impact.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 18e. Will the proposal be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

Standard of Significance. The SQIP requires that scenic roadway unit ratings be maintained or improved. A reduction in the rating of a scenic roadway unit constitutes a significant impact. Six criteria define the ratings: (1) anthropogenic features; (2) roadway physical distractions; (3) road structure; (4) views of Lake Tahoe; (5) landscape views; and (6) variety. Impacts to these criteria may decrease scenic quality ratings. The TRPA SQIP prescribes the scenic restoration required to attain and maintain the scenic quality thresholds. The program includes design review guidelines and development standards for different visual environments, assigns implementation responsibilities, and identifies potential funding sources.

Refer to the analyses for CEQA Ib, CEQA Ic, and TRPA 18a, which conclude that the level of potential impact related to scenic resources and aesthetics would be less than significant and the Project design would be consistent with the SQIP.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

4.0 AGRICULTURE & FOREST RESOURCES

This section evaluates the Project's agriculture and forest resource impacts during construction and operations. **Table 7** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant. The TRPA IEC does not directly address agricultural resources and farmland, but does address potential effects to wildlife habitat, trees, and vegetation, which are addressed in Section 6.0, Biological Resources.

Table 7. Agriculture and Forest Resources Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (CEQA IIa)	☐	☐	☐	☒
Conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)	☐	☐	☐	☒
Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)	☐	☐	☐	☒
Result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId)	☐	☐	☐	☒
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (CEQA IIe)	☐	☐	☐	☒

4.1 CEQA Checklist Analysis – Agriculture and Forest Resources

CEQA IIa. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Standard of Significance. A significant impact on agricultural resources may result from a project that involves the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as defined by the State of California on the Important Farmlands Map, to a non-agricultural use.

The Project lies within the Lake Tahoe Basin portion of Placer County, and there is no agricultural activity or use within or in the vicinity of the Project area. The Project area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Natural Resources Agency. Because no lands designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exist within the Project area, the Project would result in no impact to these resources.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IIb. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Standard of Significance. A conflict with areas zoned for agricultural use under a Williamson Act contract constitutes a significant impact.

The TBAP designates Project area land use as Town Center. The Project area is not zoned for agricultural use, and does not contain Williamson Act contracts. Because no such zoning exists within the Project area, the Project would creat no impact to these resources.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IIc. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Standard of Significance. A conflict with existing zoning for forest land or timberland creates a significant impact. PRC Section 12220, Article 3 (g) defines "Forest land" as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. PRC Section 4526 defines "Timberland" as land, other than land owned by the federal government and land designated by the board as experimental forestland, which is available for, and capable of, growing a crop of tree of any commercial species used to produce lumber and other forest products, including Christmas trees.

Refer to the analysis for CEQA IIb. The Project area is zoned Town Center and Project implementation would not conflict with or cause rezoning of forest land, timberland, or land zoned as Timberland Production Zone (TPZ). The Project area does not meet the zoning designations of forest land (as defined by PRC Section 4526) or timberland zoned TPZ (as defined by California Government Code Section 51104(g)).

Tree removal (i.e., individual trees that cannot be avoided during field fitting) is not expected to be necessary to implement Project improvements. Any trees that would be removed are ornamental and established during landscaping. The Project would not conflict with zoning of or cause rezoning of forest land, timberland, or timberland zoned TPZ, because tree removal, if necessary, would not be concentrated or significant.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IId. Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Standard of Significance. The loss of substantial forest land, defined above for CEQA IIc, or conversion of forest land to non-forest use creates a significant impact if appropriate permits, ensuring minimal impact to the overall forest resource, are not obtained.

The Project would be implemented entirely within lands that support existing development and uses. The Project would not result in the loss of forest land or conversion of forest land to non-forest use. Because forest land does not exist within the Project area, the Project would create no impact to this resource.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IIe. Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Standard of Significance. Conversion of farmland to non-agricultural use or conversion of forest land to non-forest use constitutes a significant impact.

Refer to the analyses for CEQA IIa and CEQA IIb, which conclude no impacts would result to farmland, and the analysis for CEQA IIc, which concludes no impact to forest land would result.

Environmental Analysis: **No Impact**.

Required Mitigation: **None.**

5.0 AIR QUALITY

This section evaluates the Project's air quality impacts during construction and operations. **Table 8** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 8. Air Quality Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)	☐	☐	☒	☐
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (CEQA IIIb)	☐	☐	☒	☐
Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIc)	☐	☐	☒	☐
Create objectionable odors affecting a substantial number of people? (CEQA IIId)	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Result in substantial air pollutant emissions? (TRPA 2a)	☐	☐	☐	☒
Deterioration of ambient (existing) air quality? (TRPA 2b)	☐	☐	☐	☒
The creation of objectionable odors? (TRPA 2c)	☐	☐	☐	☒
Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)	☐	☐	☐	☒
Increased use of diesel fuel? (TRPA 2e)	☐	☐	☐	☒

5.1 CEQA Checklist Analysis

CEQA IIIa. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Standard of Significance. The federal CAA was passed by Congress in 1970 and last amended in 1990. The CAA gives the federal government (i.e., the USEPA) authority to establish air quality standards, including setting NAAQS for major air pollutants. States with areas that exceed the NAAQS must prepare a SIP that demonstrates how those areas will attain the standards within mandated time frames. In California, the USEPA has delegated the authority to prepare SIPs to the CARB, which, in turn, has established CAAQS for criteria air pollutants and delegated that authority to individual air districts. Projects that exceed the short-term construction or operational project-level emissions threshold of 82 pounds per day of ROG, NOx and/or PM must mitigate the air quality impacts. Note that PCAPCD is currently considering proposed operational project level thresholds of 55 lbs/day for ROG and NO_x.

The Project area is under the jurisdiction of the PCAPCD and lies within the boundaries of the LTAB (Lake Tahoe Air Basin), which is in attainment with federal air quality standards, and as such, the PCAPCD is not required to prepare a SIP. The LTAB has a status of non-attainment-transitional for ozone and a non-attainment area for PM_{10} for CAAQS.

Table 9 below provides a summary of current local, state, and federal ambient air quality standards.

Table 9. Summary of Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	TRPA	National Standards	
				Primary[a]	Secondary[b]
Ozone (O_3)	1 Hour	0.09 ppm	0.08 ppm	--	Same as Primary
	8 Hour	0.070 ppm	--	0.070 ppm	
Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	Shall not exceed CAAQS/NAAQS	150 µg/m^3	
	AAM	20 µg/m^3		--	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	--	--	35 µg/m^3	
	AAM	12 µg/m^3		12.0 µg/m^3	15 µg/m^3
Carbon Monoxide (CO)	1 Hour	20 ppm	--	35 ppm	--
	8 Hour	9.0 ppm	6.0 ppm[c]	9 ppm	
	8 Hour (Lake Tahoe)[4]	6 ppm	--	--	
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	--	100 ppb	--
	AAM	0.030 ppm		0.053 ppm	Same as Primary
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	--	75 ppb	--
	3 Hour	--		--	0.5 ppm
	24 Hour	0.04 ppm		0.14 ppm	--
	AAM	--		0.030 ppm	--
Lead	30 Day Average	1.5 µg/m^3	--	--	--
	Calendar Quarter	--		1.5 µg/m^3	

Pollutant	Averaging Time	California Standards	TRPA	National Standards	
				Primary[a]	Secondary[b]
				(For Certain Areas)	Same as Primary
	Rolling 3-Month Average	--		0.15 µg/m^3	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer	[d]	No National Standards	No National Standards
	8 Hour (Lake Tahoe)	Extinction coefficient of 0.07 per kilometer			
Sulfates	24 Hour	25 µg/m^3	--		
Hydrogen Sulfide	1 Hour	0.03 ppm	--		
Vinyl Chloride	24 Hour	0.01 ppm	--		

Sources: CARB 2020; PCAPCD 2020; TRPA 2004

Notes:

[a] Levels necessary to protect public health.

[b] Levels necessary to protect the public welfare from known or anticipated adverse effects.

[c] State 8-hour CO standard of 6 ppm is specific to the Lake Tahoe Air Basin.

[d] Regional Visibility - Achieve an extinction coefficient of 25 Mm^{-1} at least 50 percent of the time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 156 km, 97 miles). Achieve an extinction coefficient of 34 Mm^{-1} at least 90 percent of time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 115 km, 71 miles). Calculations will be made on three year running periods using the existing 1991-1993 monitoring data as the performance standards to be met or exceeded.

Sub-Regional Visibility - Achieve an extinction coefficient of 50 Mm^{-1} at least 50 percent of the time as calculated from aerosol species concentrations measured at the South Lake Tahoe monitoring site (visual range of 78 km, 97 miles). Achieve an extinction coefficient of 125 Mm^{-1} at least 90 percent of time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 31 km, 19 miles). Calculations will be made on three year running periods using the existing 1991-1993 monitoring data as the performance standards to be met or exceeded

AAM: Annual Arithmetic Mean

µg/m^3: Micrograms per cubic meter

CAAQS: California Ambient Air Quality Standards

ppm: parts per million

ppb: parts per billion

Because TRPA's authority is granted directly from Congress, TRPA has the authority to adopt air quality and other environmental quality thresholds, and to enforce ordinances designed to achieve the thresholds. TRPA takes air quality into consideration in its planning and permitting activities to ensure compliance with state and PCAPCD air quality standards for projects in the LTAB. TRPA has established a number of thresholds and policies regarding local air quality through its RPU, 2015 Thresholds Evaluation (TRPA 2016), and RTP (TRPA 2017, 2020). The RPU's goals and policies are designed to achieve and maintain adopted environmental threshold standards and are implemented through the TRPA Code. The RPU includes Policy AQ-1.7, "Promote the reduction of air quality impacts from construction and property maintenance activities in the region," but the TRPA's policies and thresholds are oriented more toward long-term development rather than short-term construction activities.

The Project would comply with the applicable PCAPCD and TRPA rules and regulations during construction to result in less-than-significant impacts to air quality, and as discussed below for CEQA IIIb

checklist item analysis, would not exceed the short-term construction or long-term operational emissions thresholds.

The Project would be consistent with the RPU because it does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), nor would it result in new permanent sources of ROG and NO_x from the operations and maintenance of the improvements. The Project would be consistent with the TBAP because the Project would not increase peak daily VMTs (refer to **Appendix D** and CEQA XVIIb analysis) and would encourage walking and cycling as modes of transportation within area plan boundary. The Project would not conflict with or obstruct implementation of applicable air quality plans, and therefore, would result in less than significant impacts.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA IIIb. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Standard of Significance. The PCAPCD has established methods for determining the significance of cumulative impacts to criteria air pollutants (PCAPCD 2016). A primary criterion for determining if a project has significant cumulative impacts is the project's consistency with an approved plan or mitigation program of district-wide or regional application in place for the pollutants emitted by the project. This criterion is applicable to both the construction and operation phases of a project. As identified by CARB, PCAPCD and TRPA, a significant short-term (e.g., construction related) air quality impact results if construction-generated emissions of ROG, NO_X, or particulate matter less than 10 microns in size (PM_{10}), exceed mass emissions of 82 lbs/day.

The LTAB is in attainment or unclassified for NAAQS, although it is designated a non-attainment area for PM_{10} under the CAAQS standards and non-attainment-transitional for ozone. Construction activities would generate combustive emissions and fugitive dust. Pollutants such as ROG, NO_x, CO, SO_2, and PM_{10} would be emitted from the use of diesel and gasoline-powered equipment and vehicles during activities such as vegetation removal, excavation and grading, demolition, material hauling, and site restoration and from worker vehicles traveling to and from the site. Fugitive dust (PM_{10}) would result from soil disturbance and demolition.

The PCAPCD, which is the primary agency with air quality management authority over the Project, has published the *California Environmental Quality Act Thresholds or Significance Justification Report* (PCAPCD 2016) to be used in assessing air quality impacts for projects that are subject to CEQA. The guide identifies two alternative methods for determining the significance of combustive emissions: the first involves quantifying fuel use and comparing it to a PCAPCD threshold, and the second is based on the incorporation of mitigation measures into project design. This IS uses the first method. Fuel use and other air quality pollutants and emissions were calculated using CalEEMod, Version 2016.3.2. This air quality modeling was performed using Project-specific details in order to determine whether the Project would result in criteria air pollutant emissions in excess of the applicable thresholds of significance. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for various user types to quantify potential criteria pollutants and emissions. The model output contained in **Appendix D** provides the model construction emissions and post-construction operations that is based on input of project-specific information. Input parameters were based on default model settings and information detailed in the Project description (such as specified construction phases, duration of equipment use, and construction season) in Section 1.11, Compliance Measures.

If exhaust emissions are determined to be less than significant under either approach, then further calculations to determine construction equipment exhaust emissions is not required. For fugitive dust (PM_{10}) emissions, the screening approach is based on use of specific dust suppression measures that the PCAPCD has determined would prevent visible emissions beyond the boundaries of a project. If those measures are incorporated into the project design, then further calculations to determine PM_{10} emissions are not required.

The PCAPCD has established a significance threshold of 82 lbs/day for ROG, NO_x and PM_{10} curing construction. Diesel-powered equipment used during construction would include standard construction equipment related to demolition, site preparation, grading, architectural coating, and paving phases. Such equipment could include excavators, dozers, industrial saws, loaders, backhoes, graders, air compressors, water trucks, and paving equipment. Daily construction emissions for these and other pollutants were calculated using CalEEMod, Version 2016.3.2, based on a maximum of 6 months of construction (utilizing the entire Tahoe construction season of May 1 through October 15 as a conservative time frame for construction). Model outputs are included in **Appendix D** and use CARB and USEPA fugitive dust algorithms.

As shown in **Table 10**, Project construction would result in maximum daily emissions of approximately 2.4 lbs/day of ROG, 10.1 lbs/day of NO_X, 11.4 lbs/day of CO, 6.1 lbs/day of total (dust and emission) PM_{10}, and 3.5 lbs/day of total (dust and emission) particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Thus, estimated emissions of ROG, NO_X and PM_{10} are less than the PCAPCD's construction significance thresholds, which has determined that if ROG, NO_x and PM_{10} emissions are not deemed significant, then exhaust emissions of CO and $PM_{2.5}$ from construction equipment and exhaust emissions from worker commute vehicles also would be less than significant. Project construction emission would also be below PCAPCD's proposed maximum daily emission threshold of 55 lbs/day of ROG and NO_x, which are under consideration.

Table 10. Estimated Daily Construction Emissions for the Project (lbs/day)

	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Project Construction Emissions	2.4	10.1	11.4	6.1	3.5
PCAPCD Threshold	82	82	None	82	None
Significant?	No	No	No	No	No

Source: PCAPCD 2016; Cardno modeling using CalEEMod, Version 2016.3.2 Appendix D

As discussed in Section 1.11, Compliance Measures, the Project would incorporate the applicable fugitive dust control measures. A Fugitive Dust Control Plan will be prepared during final Project design and permitting that will incorporate the relevant BMPs established in PCAPCD Rule 228, Fugitive Dust, including the standard and measures shown Section 400, as appropriate. Potential impacts from fugitive dust would be reduced to a level of less than significant. As detailed above, the Project would not violate the construction-generated emissions standards for ROG, NO_X, PM_{10}, $PM_{2.5}$, or CO.

Project operations would generate no new vehicle trips, would create no new sources of permanent air emissions, and therefore, would not result in significant increases air emission. CalEEMod operational emissions estimates for the Project are listed in **Table 11**. Through implementation of the new section of Class 1 multi-use trail and improved connectivity, bike and pedestrian transportation modes are expected to increase, which over time would benefit overall air quality in the region. In summary, the Project's long-

term impacts may result in a reduction of vehicle emissions by enhancing opportunities for bicycling and walking. Project operational contributions to air emissions would be less than significant.

Table 11. Estimated Daily Operational Emissions for the Project (lbs/day)

	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Project Operation Emissions	0.0177	0.00004	0.00405	0.00001	0.00001
PCAPCD Threshold	82	82	None	82	None
Significant?	No	No	No	No	No

Source: PCAPCD 2016; Cardno modeling using CalEEMod, Version 2016.3.2; Appendix D

ROG and NO_x. For projects in the LTAB to be determined as not having a significant cumulative air quality impact, consistency the applicable TRPA air quality plans and mitigation requirements must be shown, as set forth in the RPU, RTP, and TRPA Codes relating to air quality and criteria pollutant emissions must be belo0w the PCAPCD's significance thresholds. As discussed under CEQA IIIa, the Project would be consistent with applicable state, regional and local plans. Thus, impacts from ROG and NO_x would not be cumulatively considerable and would be less than significant.

Other Pollutants. For other pollutants such as CO, PM_{10}, SO_2, nitrogen dioxide (NO_2), and toxic air contaminants (TACs), there is no applicable air quality plan. Accordingly, the PCAPCD applies the following pollutant-specific criteria for determining the significance of cumulative impacts:

- **CO**: The LTAB is in attainment for CO, and local CO concentrations are expected to decline even further in the future as more stringent CO standards for motor vehicles take effect. The PCAPCD does not consider CO to be an area-wide or regional pollutant that is likely to have cumulative effects. Accordingly, CO emissions for a project will ordinarily be considered not cumulatively significant as long as "project alone" emissions are not significant, and they are not (**Table 11**).
- **PM_{10}, SO_2, and NO_2**: The LTAB is in non-attainment for the state 24-hour PM_{10} standard, which dictates the use of a relatively sensitive criterion for identifying cumulative effects on PM_{10} ambient concentrations. PM_{10} directly emitted from a project can have area-wide impacts and can be cumulatively significant even if not significant on a project-alone basis. The county is in attainment for the SO_2 and NO_2 ambient air quality standards, but SO_2 and NO_2 can also contribute to area-wide PM_{10} impacts through their transformation into sulfate and nitrate particulate aerosols. There is no approved regional plan for attainment of the PM_{10} standard, and there is no readily available model for predicting the combined ambient effects of directly emitted PM_{10}, SO_2, or NO_2 from individual projects. Accordingly, the PCAPCD applies alternative "de minimis" criteria, but these are relevant only to projects that are principally industrial or where most emissions are from stationary sources or that are principally development projects, or where the majority of the emissions of these pollutants is attributable to motor vehicle sources. The Project would only generate short-term construction emissions of PM_{10}, SO_2, and NO_2, as operational emissions would be nominal (**Table 11**). With implementation of air quality emissions measures outlined in Section 1.11, Compliance Measures, short-term impacts on emissions would be minimized during construction and would not have a cumulatively considerable impact.
- **TACs**: Emissions of TACs are typically localized and not region-wide. Except in cases where there is information indicating the possible commingling of toxic pollutants from projects that are contiguous

or nearby, the PCAPCD considers implementation of the "project alone" mitigation requirements and compliance with the applicable emission limits and mitigation measures required by USEPA, CARB, PCAPCD rules and regulations, and local ordinances sufficient for a finding of not significant for cumulative impacts of TACs. The Project would comply with the applicable requirements, and the emission of TACs from this short duration construction Project would be less than significant. Project operations would not generate new vehicle trips or create new sources of long-term emissions.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA IIIc. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Standard of Significance. A sensitive receptor defines a location where human populations, especially children, seniors, and sick persons are found with a reasonable expectation of continuous human exposure according to the averaging period for ambient air quality standards. A significant impact results from increases in CO that cause exceedance of NAAQS or CAAQS and diesel particulate matter (DPM) (note that there is no quantitative threshold for DPM).

Sensitive receptors are facilities including schools, parks, playgrounds, nursing homes, hospitals, and residential dwellings where the public could be adversely affected by continued exposure to air emissions. The Project area is adjacent to a number of sensitive receptors, including residential neighborhoods, open space, Lake Tahoe Elementary School, and pedestrian access points. The nearest hospitals are in Truckee, California and Incline Village, Nevada, which are over 10 miles from the Project boundary.

The PCAPCD has determined that keeping total construction-phase fuel use under the limits shown in **Table 10** would result in no health risk from DPM (PCAPCD 2016). Additionally, as discussed in Section 1.11, Compliance Measures, the Project's site-specific BMPs would be implemented to limit fugitive dust emissions and address short-term construction emissions, including measures to reduce construction-generated emissions to the extent feasible on a project-specific basis. Such measures include, but are not limited to, the following:

- Implement measures recommended by the PCAPCD;
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project;
- Restrict idling of construction equipment and vehicles;
- Apply water to control dust as needed to prevent dust impacts off-site; and
- Utilize low-emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

Thus, sensitive receptors would not be exposed to substantial pollutant concentrations. Once operational, the Project would not create significantly increased emissions or new sources of air emissions, and could overtime result in reduced vehicular emissions by providing increased opportunities for walking and bicycling. The Project would result in less than significant impacts to sensitive receptors.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA IIId. Would the Project create objectionable odors affecting a substantial number of people?

Standard of Significance. A significant impact results if Project construction or operation creates objectionable odors affecting a substantial number of people.

Nuisance odors resulting from the following Project construction sources may be noticeable to some individuals for short periods of time: (1) combustive emissions from the use of diesel fuel in construction equipment and (2) hydrocarbon emissions from the use of asphalt during paving activities. Individuals most susceptible to Project odor emissions would include nearby residents, Tahoe City Elementary School students and staff (although the Project is proposed to be completed during the school summer break and therefore would not impact students), and public passing by the Project area along Grove Street or SR 28. However, the transitory and intermittent nature of construction emissions would not produce substantial odor impacts on the public. Therefore, emissions from Project construction would not create objectionable odors that would affect a substantial number of people and would produce less-than-significant air quality impacts. The Project, once complete, would not create objectionable odors.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

5.2 TRPA Checklist Analysis

TRPA 2a. Will the proposal result in substantial air pollutant emissions?

Standard of Significance. A significant long-term (e.g., operational) impact results if the Project causes violations of air quality standards listed in **Table 9** or contributes substantially to an existing or projected air quality violation. As identified by CARB, PCAPCD, and TRPA, a significant short-term (e.g., construction related) air quality impact results if construction-generated emissions of ROG, NO_X, particulate matter less than 10 microns in size (PM_{10}) exceed mass emissions of 82 lbs/day.

As discussed in CEQA IIIb, the Project would generate daily air pollutant emissions during construction and operations that would be less than the level of significance established by PCAPCD.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 2b. Will the proposal result in deterioration of ambient air quality?

Standard of Significance. Refer to the analysis for TRPA 2a, which concludes that the level of potential impact to air quality would be less than significant.

The Project would generate air pollutant emissions during construction, and based on the CalEEMod output for this Project (**Appendix D**) these emissions would be well under the established PCAPCD thresholds. Thus, it would not lead to a deterioration of ambient air quality. Once operational, the Project would not create significant emissions and reduced emissions could result from the increased opportunities for walking and bicycling.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 2c. Will the proposal result in the creation of objectionable odors?

Standard of Significance. Refer to the analysis for CEQA IIIe, which concludes that the level of potential impact from nuisance odors would be less than significant.

As discussed in CEQA IIIe, the transitory and intermittent nature of Project construction emissions would not produce substantial odor impacts on the public. Therefore, emissions from Project construction would

not create objectionable odors that would affect a substantial number of people and would produce less-than-significant air quality impacts. The Project, once complete, would not create objectionable odors.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 2d. Will the proposal result in the alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

Standard of Significance. A significant impact occurs if the Project carbon dioxide (CO_2) or methane (CH_4) emissions, the current primary indicators of climate change for California, exceed 1,100 Metric Tons/year and/or the concentration of resultant tree removal changes habitat categorization.

GHG emissions associated with Project construction and operations were modeled with CalEEMod, as detailed in **Appendix D**. Construction equipment, haul trucks, and worker vehicles generate GHGs. Model results estimate maximum annual GHG emissions of approximately 42.2 metric tons of CO_2 equivalent (CO_2e) emitted during the conservative estimate of 6 total months of construction.

As recommended by the PCAPCD for long-term operations, the threshold of 1,100 metric tons per year CO_2e from sources other than permitted stationary sources (Sacramento Metropolitan Air Quality Management District [SMAQMD] 2016) was applied to this Project. As shown in **Appendix D**, GHG emissions generated by on-road mobile sources associated with worker vehicle trips, construction equipment trips, and water truck vehicle trips equate to approximately 42.2 metric tons of CO_2e total over the 6 months of construction. Project operations would generate 4.05 metric tons of CO_2e annually, would not exceed the applied GHG threshold, and therefore, would be less than significant.

Refer to the analysis for CEQA IVa, which addresses potential tree removal as an effect to habitat alterations and concludes that tree removal within the Project area creates no impact to habitat categorization. The removal of select trees would not create reductions in forest canopy sufficient to increase local solar gain, raise temperatures, or create microclimate changes. The Project includes no activities or facilities that generate heat or moisture. The Project would not alter air movement, moisture, or temperature, nor create any change in climate (also refer to Section 10.0, Greenhouse Gases, for additional analysis related to potential changes in climate).

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 2e. Will the proposal result in increased use of diesel fuel?

Standard of Significance. The increased use of diesel fuel that results in objectionable odors results in a significant impact to sensitive receptors within and downwind of the project area. Refer to the analysis for CEQA IIIe, which concludes that the level of potential impact would be less than significant.

TRPA 2e is not applicable to the Project during the operational phase because of the subsequent Project-related reduction in fuel use upon implementation. The Project would not result in a permanent increased use of diesel fuel. Temporary use of diesel would be required during construction for equipment and vehicle fuel use, but the use would be minimal, lasting only over approximately 77 construction days conducted in one construction season.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

6.0 BIOLOGICAL RESOURCES (SEZs, WETLANDS, WILDLIFE, & VEGETATION)

This section evaluates the Project's potential impacts on biological resources during construction and operations. **Table 12** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 12. Biological Resources Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa)	☐	☐	☐	☒
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (CEQA IVb)	☐	☐	☒	☐
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc)	☐	☐	☐	☒
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (CEQA IVd)	☐	☐	☐	☒
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (CEQA IVe)	☐	☐	☐	☒
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf)	☐	☐	☐	☒

Will the Proposal:	Yes	No, With Mitigation	Data Insufficient	No
TRPA Initial Environmental Checklist Item - Vegetation				
Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)	☐	☐	☐	☒
Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)	☐	☐	☐	☒
Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c)	☐	☐	☐	☒
Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)? (TRPA 4d)	☐	☐	☐	☒
Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)	☐	☐	☐	☒
Removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)	☐	☐	☐	☒
Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? (TRPA 4g)	☐	☐	☐	☒
A change in the natural functioning of an old growth ecosystem? (TRPA 4h)	☐	☐	☐	☒
TRPA Initial Environmental Checklist Item - Wildlife	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? (TRPA 5a)	☐	☐	☐	☒
Reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)	☐	☐	☐	☒
Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)	☐	☐	☐	☒
Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)	☐	☐	☐	☒

6.1 CEQA Checklist Analysis

CEQA IVa. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Standard of Significance. The loss of greater than zero endangered, threatened, or rare fish or wildlife individuals or disturbance of greater than zero acres of occupied or designated critical habitat constitutes a significant impact as defined by CEQA Article 5, Section 15065, California Endangered Species Act (CESA) Sections 2062 and 2067, California Department of Fish and Game (CDFG) Code Sections 1900-1913, and TRPA Thresholds.

6.1.1 Candidate, Sensitive, or Special-Status Species

Information on the potential presence of candidate, sensitive, or special-status species or their habitat in the vicinity of the Project area was obtained through a number of sources, including the USFWS, CDFW, and a biological survey of the Project area. **Appendix B** contains the biological resource data from CDFW and USFWS and a summary table of the potentially-occurring species and their habitats.

A request for a species list from the USFWS's Information for Planning and Conservation (IPaC) database for this Project was generated prior to field surveys on September 1, 2020, and rerun on November 9, 2020. The IPaC report provides a list of federal special-status species that may be present within Placer County and the Project area, and species with the potential to occur are included in **Table 13**. A copy of the official species list is included in **Appendix B**.

A query was conducted of CDFW's California Natural Diversity Database (CNDDB) using RareFind 5.2.14 on September 1, 2020, and updated on November 9, 2020, for California state-listed endangered, threatened, rare, candidate endangered, or candidate threatened species within the Tahoe City, California, 7.5-minute series U.S. Geological Survey (USGS) quadrangle, which includes the Project area. The CNDDB is an inventory of the status and locations of rare plants and animals in California, as managed and updated by CDFW and a full list of the query results is included in **Appendix B**. Species with the potential to occur are included in **Table 13**.

USFWS recently removed California wolverine from the FESA proposed threatened species list (October 8, 2020), although CDFW continues to list wolverine as a CESA threatened species. There is no suitable habitat for wolverine within the project area.

Additional species listed by the TRPA special interest species and sensitive plants are also included in **Appendix B**, and discussed further in Sections 6.2 and 6.3. Species in **Table 13** that potentially occur or have suitable habitat within or near the Project area are discussed and summarized in more detail below.

No TRPA uncommon plant areas or other sensitive natural communities were identified within the Project area. No special-status plant species are known to occur within the Project area, and there is limited potential habitat for such species due to the existing vegetation communities and disturbance. None were observed during the survey. No priority invasive plant species, as defined by the Nevada and Placer Counties WMA Group (WMA Group 2018) for the eastern zone (above 2,500 feet elevation) and the Lake Tahoe Basin Weed Coordinating Group (2018), were identified during the surveys. Cheatgrass (*Bromus tectorum*), a non-native annual grass considered to be invasive, was noted in several locations during the surveys, although these populations are not monocultures and are interspersed with other species. Cheatgrass occurs throughout the Lake Tahoe Basin and is considered invasive but is not currently regulated in California.

Table 13. USFWS FESA-listed Species, CDFW CESA Species and Species of Special Concern, CNPS Rare Plants, and TRPA Special-Interest Species Occurring or with Potential to Occur in the Project Area

Species	Status	Habitat Characteristics	Potential to Occur, or Have Suitable Habitat, Within or Near the Project Area
Terrestrial and Aquatic Species			
Birds			
Northern goshawk *Accipiter gentiles*	TRPA Special-Status Species; CDFW Species of Special Concern	Mature coniferous forests with open understory and dense canopy for roosting and nesting. Mature coniferous forest interspersed with open meadows for feeding.	Suitable habitat near the Project area.
Bald eagle *Haliaeetus leucocephalus*	CA State Endangered Species; TRPA Special-Interest Species: nesting and wintering habitat	Coniferous and conifer/hardwood forests near large bodies of water.	Suitable habitat near the Project area.
Osprey *Pandion haliaeetus*	TRPA Special-Interest Species	Near bodies of water. Suitable nest sites include poles, channel markers, and snags, often over open water.	Suitable habitat near the Project area.
Waterfowl	TRPA Special-Status Species Group	Near bodies of water. Shallow-water margins of streams or lakes, areas of emergent vegetation.	Suitable habitat near the Project area.
Mammals			
Deer	TRPA Special-Status Species	Forests and meadows.	Suitable habitat near the Project area.
Western white-tailed jackrabbit *Lepus townsendii townsendii*	CDFW Species of Special Concern	Open grasslands, pasture, or fields, forested areas up to high alpine zones.	Suitable habitat near the Project area.
Botanical Species			
Davy's sedge Carex davyi	CRPR – 1B.3	Dry, often sparse meadows, and slopes in subalpine and red fir forests; 4,600-10,800 feet. Bloom period: May-August.	Suitable habitat within the Project area, but not observed during surveys.
American manna grass *Glyceria grandis*	CRPR – 2B.3	Wet places, meadows, lake and stream margins; 3,440-6,200 feet. Bloom period: June-August.	Suitable habitat within the Project area, but not observed during surveys.
Scalloped moonwort *Botrychium crenulatum*	USFS S CRPR – 2B.3	Saturated hard water seeps and stream margins, bogs or fens, freshwater marshes or meadows; 5,900-8,400 feet. Bloom period: June-September.	Suitable habitat within the Project area, but not observed during surveys.
Upswept moonwort *Botrychium ascendens*	USFS S CRPR – 2B.3	Moist meadows, open woodland near streams or seeps; 5,280-6620 feet. Bloom period: July-August.	Suitable habitat within the Project area, but not observed during surveys.

Table 13. USFWS FESA-listed Species, CDFW CESA Species and Species of Special Concern, CNPS Rare Plants, and TRPA Special-Interest Species Occurring or with Potential to Occur in the Project Area

Species	Status	Habitat Characteristics	Potential to Occur, or Have Suitable Habitat, Within or Near the Project Area
Threetip sagebrush *Artemisia tripartita* ssp. *tripartita*	CRPR – 2B.3	Soils of volcanic origin, rocky or gravelly, well drained soils. Drought tolerant; 3,300-7,000 feet. Bloom period: August-October.	Suitable habitat within the Project area, but not observed during surveys.
Alder buckthorn *Rhamnus alnifolia*	CRPR – 2B.2	Wet meadow edges, seeps, stream sides. 1,610-6,360 feet. Bloom period: May-July.	Suitable habitat within the Project area, but not observed during surveys.
Munro's desert mallow *Sphaeralcea munroana*	CRPR – 2B.2	Dry, open places. Drought tolerant; 330-8,000 feet. Bloom period: May-June.	Suitable habitat within the Project area, but not observed during surveys.

Source: USFWS, CDFW, CNDDB, CNPS and TRPA

6.1.1.1 *Northern Goshawk (Accipter gentilis)*

Status: TRPA Special-Interest Species, CDFW Species of Special Concern

Habitat Requirements and Species Occurrence. Northern goshawks require mature conifer and deciduous forests with large trees, snags, downed logs, dense canopy cover, and open understories for nesting. Goshawk foraging habitat includes forests with dense to moderately open overstories and open understories interspersed with meadows, brush patches, riparian areas, or other natural and artificial openings. Structural characteristics of nesting habitat may vary across geographic regions; typically, nest sites have greater canopy cover, greater basal area, greater number of large-diameter trees, low shrub/saplings/understory cover and numbers of small-diameter trees, and gentle to moderate slope relative to non-used random sites (Hall 1984; Hargis et al. 1994; Keanne et al. 2006). Goshawk habitat in the Lake Tahoe Basin is typically limited to areas of low or no development, with limited human disturbance. The Project area is a highly developed area, although adjacent to the open space area of behind Tahoe City. It is unlikely that goshawks utilize conifer trees within or near the Project area for nesting, and nearby suitable habitat is likely too close to existing development to be considered preferable nest sites. Goshawk PACs and Threshold Zones within the Lake Tahoe Basin are designated by LTBMU. The Project area is approximately 0.9 miles from the Burton Creek Threshold Zone and 2.3 miles from the Burton Creek PAC, approximately 0.6 miles from the Twin Crags Threshold Zone and 0.9 mile from the Twin Crags PAC, and approximately 1 miles from the Page Meadows Threshold Zone and 1.9 miles from the Page Meadows PAC.

Direct, Indirect, and Cumulative Effects. Direct effects of the Project to northern goshawks may include short-term reduction in habitat quality and quantity during Project construction, due to disturbance along the Project area. It is unlikely that goshawks utilize any of the suitable habitat near the Project area due to existing development and disturbance, despite three known PACs located in the near vicinity. Removal of conifer trees within the Project site is not expected to have an effect on goshawk, as the proximity to development would exclude these trees as suitable nest sites. The Project does not alter the existing level of development within the Project area. Pre-construction nesting surveys would be conducted prior to site disturbance. Biological RPMs (refer to Section 1.11, Compliance Measures) incorporated into the Project

description would therefore avoid potential impacts to northern goshawks. Any disturbance effects are expected to be minor and temporary, and northern goshawks are not expected to utilize the Project area or surrounding suitable habitat, despite three known PACs located in the near vicinity. Preferred suitable habitat is located farther from human disturbance; therefore, no indirect or cumulative effects are expected.

Determination and Rationale. The Project would have no impact on northern goshawk due to localized and temporary disturbance impacts on nearby suitable habitat combined with low probability of nesting occurrence and habitat utilization within or near the Project area and implementation of biological RPMs and the initiation of limited operation period (LOP) should individual nesting sites be observed during pre-construction surveys.

6.1.1.2 *Bald Eagle (Haliaeetus leucocephalus)*

Status: CA State Endangered Species; TRPA Special-Interest Species: nesting and wintering habitat

Habitat Requirements. Bald eagle habitat includes coniferous and/or conifer/hardwood forest, near large bodies of water where they can typically find fish, their staple food. Bald eagles typical nest on the tops of large trees of snags (Buehler 2000). The nearest known bald eagle winter habitat is 12 miles from the Project site, across Lake Tahoe, near Glenbrook. The nearest bald eagle mapped nest buffer area is located approximately 7.5 miles south near Sugar Pine State Park.

Direct, Indirect, and Cumulative Effects and Determination Rationale. Direct effects of the Project to bald eagles may include short-term reduction in habitat quality and quantity during Project construction, due to disturbance along the Project area and removal of conifer trees within the Project area. However, it is unlikely that bald eagles use conifers within the Project area due to proximity of development. Additionally, adequate nesting and perching sites are available in the nearby open space areas. The Project would not impact the nearby bald eagle wintering habitat. Pre-construction nesting surveys would be conducted prior to site disturbance. Biological RPMs (refer to Section 1.11, Compliance Measures) incorporated into the Project description would minimize and therefore avoid potential impacts to bald eagle. Disturbance effects are expected to be minor and temporary, and conifer removal would not impact nearby conifer habitat; therefore, no indirect or cumulative effects are expected.

Determination. The Project would have no impact on bald eagle due to localized and temporary impacts on suitable habitat, and surrounding suitable habitat, and implementation of biological RPMs and the initiation of LOP should individual nesting sites be observed during pre-construction surveys.

6.1.1.3 *Osprey (Pandion haliaeetus)*

Status: TRPA Special-Interest Species

Habitat Requirements and Species Occurrence. Osprey occupy a wide range of habitats across North America, but typically frequent areas of shallow fishing grounds. Fishing grounds include rivers, lakes, reservoirs, lagoons, swamps, and marshes. Nesting habitats are typically within 12 miles of quality fishing grounds, in open, elevated areas. Nests are typically built on snags, in trees, on cliffs, or on human-built platforms. The nearest osprey mapped nest buffer area is located approximately 2.5 miles northeast near Dollar Hill.

Direct, Indirect, and Cumulative Effects and Determination Rationale. Direct effects of the Project to osprey may include short-term reduction in habitat quality and quantity during Project construction, due to disturbance along the Project area and removal of conifer trees within the Project area. However, it is unlikely that osprey use conifers within the Project area due to proximity of development. Additionally, adequate nesting and perching sites are available in the nearby open space areas. Pre-construction nesting surveys would be conducted prior to site disturbance. Biological RPMs (refer to Section 1.11, Compliance Measures) incorporated into the Project description would minimize, and therefore, avoid potential impacts

to osprey. Disturbance effects are expected to be minor and temporary, and conifer removal would not impact nearby conifer habitat; therefore, no indirect or cumulative effects are expected.

Determination. The Project would have no impact on osprey due to localized and temporary impacts on suitable habitat, and surrounding suitable habitat, and implementation of biological RPMs and the initiation of LOP should individual nesting sites be observed during pre-construction surveys.

6.1.1.4 *Deer*

Status: TRPA Special-Interest Species

Habitat Requirements and Species Occurrence. The mule deer population in the Lake Tahoe Basin is not monitored; therefore, it is not known if there are mule deer within the Project area. There are two herds that reside in the Lake Tahoe Basin: the Truckee-Loyalton herd in the northern portion and the Carson herd in the southern portion. In this region, young are born in June and July and remain dependent on the mother for approximately 8 to 10 months. According to the LTBMU mule deer habitat model (LTBMU 2004) there is 32,266.5 acres of high-quality fawning habitat in the basin and no suitable fawning habitat in the Project area. The nearest suitable fawning habitat is located 0.25 miles northwest of the Project area in the open conifer forest above Tahoe City. During times of the day when the adjacent golf course is unoccupied, deer are likely to browse on the golf course turf, as it provides suitable and plentiful forage.

Direct, Indirect, and Cumulative Effects and Determination Rationale. Direct and indirect effects of the Project to deer may include short-term reduction in habitat quality during Project construction, due to disturbance along the Project area. Disturbance effects are expected to be minor and temporary. Construction activities would only take place during daylight hours, during times when the golf course is simultaneously open for business, therefore it would be unlikely that deer would be using the golf course for forage when construction was occurring. The Project area is not considered suitable habitat due to the existing level of development, and the Project does not alter the existing level of development; therefore, no cumulative effects are expected.

Determination. The Project would have no impact on deer due to localized and temporary disturbance impacts on nearby suitable habitat and the implementation of compliance measures of construction timing.

6.1.1.5 *Water Fowl*

Status: TRPA Special-Interest Species Group

Habitat Requirements and Species Occurrence. Waterfowl is designated by TRPA as group of species including, but not limited to, Canada goose (*Branta canadensis*), mallard (*Anas platyrhynchos*), green-winged teal (*A. crecca*), common merganser (*Mergus merganser*), ruddy duck (*Oxyura jamaicensis*), northern pintail (*A. acuta*), northern shoveler (*A. clypeata*), cinnamon teal (*A. cyanoptera*), American widgeon (*A. americana*), gadwall (*A. strepera*), and ring-necked duck (*Aythya collaris*). These species are collectively designated as a goup because nesting habitat in the Tahoe Basin is limited. Most species nest along shallow-water margins of streams or lakes, in areas or emergent vegetation or other vegetation that provide concealment. Most species feed on vegetation in shallow water. Important areas for waterfowl include Pope Marsh, Truckee Marsh, Taylor Creek Marsh, Grass Lake, and Spooner Lake. The nearest TRPA mapped waterfowl habitat to the Project area is 5.5 miles southwest, near Barker Pass Road. While no suitable nesting habitat for waterfowl species are within or nearby the Project area, Canada geese have been observed foraging on the golf course turf during time of the day when the golf course is not occupied.

Direct, Indirect, and Cumulative Effects and Determination Rationale. Direct and indirect effects of the Project to waterfowl may include short-term reduction of forage habitat quality during Project construction for some waterfowl species, due to disturbance along the Project area. Disturbance effects are expected to be minor and temporary. Construction activities would only take place during daylight hours, during times

when the golf course is simultaneously open for business, therefore it would be unlikely that waterfowl would be using the golf course for forage when construction was occurring. The Project area is not considered suitable habitat due to the existing level of development, and the Project does not alter the existing level of development; therefore, no cumulative effects are expected.

Determination. The Project would have no impact on waterfowl due to localized and temporary disturbance impacts on nearby suitable habitat and the implementation of compliance measures of construction timing.

6.1.1.6 *Western White-tailed Jackrabbit (Lepus townsendii townsendii)*

Status: CDFW Species of Special Concern

Habitat Requirements and Species Occurrence. Western white-tailed jackrabbits occupy habitats in western and central North America, preferring lowland plains, open grasslands, pastures, and fields. They can also be found in forested areas up to the high alpine. White-tailed jackrabbits are nocturnal, and rest in shallow burrows or plant cover during the day. They feed on grasses, forbs, and shrubs. It is possible that white-tailed rabbits use the golf course for forage during the period between sunset and sunrise, when they would most likely be active and foraging.

Direct, Indirect, and Cumulative Effects and Determination Rationale. Direct and indirect effects of the Project to Western white-tailed jackrabbits may include short-term reduction in habitat quality during Project construction, due to disturbance along the Project area. Disturbance effects are expected to be minor and temporary. Construction activities would only take place during daylight hours, during times when the golf course is simultaneously open for business, therefore it would be unlikely that white-tailed jackrabbits would be using the golf course for forage when construction was occurring. The Project area is not considered suitable habitat due to the existing level of development, and the Project does not alter the existing level of development; therefore, no cumulative effects are expected.

Determination. The Project would have no impact on western white-tailed jackrabbits due to localized and temporary disturbance impacts on nearby suitable habitat and the implementation of compliance measures of construction timing.

6.1.1.7 *Davy's Sedge (Carex davyi), Threetip Sagebrush (Artemisis tripartita ssp. tripartita), Munro's Desert Mallow (Sphaeraclcea munroana)*

Status: CRPR 1B.3, CRPR 2B.3, and CRPR 2B.2, respectively

Habitat Requirements and Species Occurrence. These three species (Davy's sedge, Threetip sagebrush, and Munro's desert mallow), have similar suitable habitat characteristics. These species are relatively drought tolerant, and occupy dry vegetation communities. Davy's sedge is most often found in dry, sparse meadows, or slopes within conifer forests. Threetip sagebrush is found on rocky or gravelly soils in semi-arid areas, while Munro's desert mallow is found in dry, open places. The dry, open, weedy vegetation community of the Project area between the existing parking lot and the golf course may provide suitable habitat for these three species. However, the presence of other opportunistic plant species (weedy species) and high level of disturbance potentially exclude these species. None of the species were observed during surveys in September 2020.

Direct, Indirect, and Cumulative Effects and Determination Rationale. Direct and indirect effects of the Project to Davy's sedge, Threetip sagebrush, and Munro's desert mallow are not expected, as these species were not observed during botanical surveys and the vegetation community in the Project area with suitable habitat characteristics is highly disturbed and weedy, thus further reducing potential presence and suitability. The Project area is has limited suitable habitat due to the existing level of development, and the Project does not alter the existing level of development; therefore, no cumulative effects are expected.

Determination. The Project would have no impact to Davy's sedge, Threetip sagebrush, and Munro's desert mallow due to localized and temporary disturbance impacts on nearby suitable habitat and negative observations of the species during botanical surveys.

6.1.1.8 *American Manna Grass (Glyceria grandis), Upswept Moonwort (Botrychium ascendens), Scalloped Moonwort (Botrychium crenulatum), and Alder Buckthorn (Rhamnus alnifolia)*

Status: CRPR 2B.3, CRPR 2B.3, CRPR 2B.3, CRPR 2B.2, respectively

Habitat Requirements and Species Occurrence. These four (4) species (American manna grass, Upswept moonwort, Scalloped moonwort, and Alder buckthorn) have similar suitable habitat characteristics. These species require moist meadows or marshes, wet places, stream margins: all habitats with plentiful soil moisture throughout the growing season. American manna grass and Alder buckthorn typically occupy meadows and lake and stream margins. The moonwort species are found in moist meadows, in forests near seeps, streams, or fens. The drainage ditch riparian vegetation community of the Project area may provide suitable habitat for these species, and likely has year-round soil moisture to support the species, although the drainage ditch does not support year-round standing or flowing water. However, the constructed nature of the drainage ditch, and the constant disturbance associated with the surrounding development and snow removal potentially excludes these species. None of the species were observed during surveys in September 2020.

Direct, Indirect, and Cumulative Effects and Determination Rationale. Direct and indirect effects of the Project to American manna grass, Upswept moonwort, Scalloped moonwort, and Alder buckthorn are not expected, as these species were not observed during botanical surveys and the vegetation community in the Project area with suitable habitat characteristics is artificially constructed and highly disturbed, thus further reducing potential presence and suitability. The Project area is has limited suitable habitat due to the existing level of development, and the Project does not alter the existing level of development; therefore, no cumulative effects are expected.

Determination. The Project would have no impact on American manna grass, Upswept moonwort, Scalloped moonwort, and Alder buckthorn due to localized and temporary disturbance impacts on nearby suitable habitat and negative observations of the species during botanical surveys.

Project would not have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS. The Project would avoid impacts to special-status species due to lack of suitable habitat and through implementation of biological RPMs detailed in Section 1.11, Compliance Measures.

Environmental Analysis: **No Impacts.**

Required Mitigation: **None.**

6.1.2 Avian Species

Select willows would be removed when operable soil conditions exist, which is typically between May to October, and thus would overlap with bird nesting season, affecting nesting birds through loss of nesting habitat. Noise and human presence associated with construction-related activities would have the potential to directly and indirectly affect any adjacent nests present through nest failure or abandonment. Such birds are protected under the MBTA, and those species associated with the Project area habitat, as identified by USFWS, and discussed in more detail above, include the following (**Appendix B**):

- Bald eagle (*Haliaeetus leucocephalus)* – Breeds January 1 to August 31

- Cassin's finch (*Carpodacus cassinii*) – Breeds May 15 to July 15
- Golden eagle (*Aquila chrysaetos*) – Breeds December 1 to August 31
- Olive-sided flycatcher (*Contopus cooperi*) – Breeds May 20 to August 31
- Rufous hummingbird (*selasphorus rufus*) – Breeds elsewhere
- Williamson's sapsucker *(Sphyrapicus thyroideus*) – Breeds May 1 to July 31
- Willow flycatcher (*Empidonax traillii*) – Breeds May 20 to August 31

Select willow removal could affect nesting birds through removal of individual nesting trees; however, these willows were established by landscaping of commercial properties, are directly adjacent to existing development and several trees are non-native, and are pruned and cutback by commercial property owners annually to maintain adequate parking clearance. Potential impacts to nesting birds would be avoided through implementation of pre-construction nest surveys and the implementation of Biological RPMs that are detailed in Section 1.11 (Compliance Measures) of the Project description. Additionally, the trees slated for removal are located in a heavily used area, near both commercial and vehicular traffic use; the presence of migratory birds is low; and the habitat area has low suitability potential. The removal of individual trees would not be in numbers significant enough to result in conversion or loss of wildlife habitat.

Although the agency species lists do not show willow flycatcher habitat or occurrences within the Project area (due to lack of sufficient riparian habitat present), the presence and subsequent removal or trimming of individual willows could potentially affect the protected species. However, the individual willows within the Project area are currently subject to maintenance and trimming as part of the adjacent business operations, thus providing both minimal and inconsistent habitat. The willow flycatcher is a U.S. Department of Agriculture Forest Service (Forest Service) "sensitive" species, USFWS "birds of conservation concern," and State of California "endangered" species. Direct or indirect impacts to willow flycatcher would be significant due to its listing status. The Project would implement measures associated with impacts to special-status species, such as willow flycatcher, including pre-construction surveys, notification of observed special-status species, and vegetation removal requirements, as detailed in Section 1.11, Compliance Measures.

Project would have no impact on the listed avian species, as the Project is required to comply with local, state, and federal laws such that the Project would not result in the loss of greater than zero endangered, threatened, or rare fish or wildlife individuals or disturbance of greater than zero acres of occupied or designated critical habitat. The Project would avoid impacts to special-status species due to lack of suitable habitat and through implementation of biological RPMs detailed in Section 1.11, Compliance Measures.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IVb. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Standard of Significance. A direct or indirect impact greater than zero acres for state or federal sensitive natural communities, or direct or indirect impact greater than zero acres to SEZ including riparian habitat constitutes a significant impact.

Sensitive Natural Communities. The Project impacts no listed sensitive natural communities because the Project area contains no such communities. Database searches covering the Project area include the

CDFW's CNDDB (**Appendix B**, dated November 9, 2020) and USFWS's IPaC database (**Appendix B**, dated October 28, 2020) for Placer County.

The USFWS identifies no critical habitat within the Project area. TRPA designates uncommon plant communities in TRPA Code Subsection 61.3.6.C, which are as follows: the deepwater plants of Lake Tahoe, Grass Lake (sphagnum fen), Osgood Swamp, Hell Hole (sphagnum fen), Pope Marsh, Taylor Creek Marsh, Upper Truckee Marsh, and the Freel Peak cushion plant community. These communities lie outside of and distant from the Project area.

Stream Environmental Zones. As discussed in Section 2.7 and depicted in **Figure 6**, the Project area contains areas mapped as LCD 1b or SEZ, which is a term unique to the Lake Tahoe region.

Land coverage and land capability was mapped by TRPA as part of the TBAP planning process. Based on available LCD boundary files, LCD 1b and 5 comprise the Project area. **Figure 6** illustrates the LCDs mapped within the Project area. Much of the Project area falls within TRPA's mapped LCD-1b SEZ. SEZs within the TBAP have generally have been disturbed (Placer County and TRPA 2016). A linear constructed drainage ditch, flanked by riparian vegetation, is present within the Project area and is connected to a stormwater drain, as discussed in Sections 2.4 and 2.9. The drainage area is likely used for snow storage in the winter, and does not have any upstream connections. Willows associated with the drainage are regularly maintained (trimmed or fully cut back) as part of the existing development landscaping maintenance. Due to the ditch size and treatment as part of the ornamental landscape, the ditch provides minimal riparian habitat for species, though riparian vegetation may be present for parts of the year.

Project improvements would be installed within existing developed areas. Disturbance necessary for Project implementation is in accordance with the requirements outlined for each LCD for restoration of temporary disturbance, as detailed in the analysis for TRPA 1a. The Project would also comply with the grading and construction standards of TRPA Code Chapter 33, Grading and Construction, which protects the environment against significant adverse effects from excavation, clearing, and filling, and outlines requirements for protection of vegetation during construction. Vegetation located outside the construction site boundary, as well as other vegetation designated on the approved plans, would be protected by installing temporary fencing, pursuant to TRPA Code Section 33.6.9, Standards for Soil and Vegetation Protection, and Section 33.6.10, Standards for Retained Tree Protection.

Implementation of the Project improvements would occur within existing developed areas and would result in less-than-significant impacts to the limited riparian habitat. No other sensitive natural communities would be impacted.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA IVc. Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Standard of Significance. Greater than zero acres and/or zero linear feet of disturbance or discharge to wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrologic interruption, or other means constitutes a significant impact as defined by the U.S. Army Corps of Engineers jurisdictional waters regulations, 404 CFR 230 Section 404(b)(1), CDFG Section 1600 et seq., and USEPA and State of California no net loss policies.

The Project includes no actions that would result in direct removal, filling, or hydrological interruption of federally protected wetlands. As shown on **Figure 7**, there are no National Wetlands Inventory (NWI) designated wetlands within the Project area. The Project would create no direct or indirect impacts to wetlands. The Project area was surveyed on September 11, 2020, and no federally jurisdictional wetlands or other potential jurisdictional features were identified in the Project area, based on definitions in the Navigable Waters Protection Rule (NWPR) (USACE and USEPA 2020). A linear constructed drainage ditch, flanked by riparian vegetation, is parallel to the back of the businesses and terminates near the golf course at a stormwater drain. This stormwater drain is connected to the Tahoe City constructed wetlands, and is likely used for snow storage in the winter. The constructed drainage ditch does not have any upstream connections, and receives stormwater and snowmelt sheet flow runoff from the golf course and adjacent parking lots. While the drainage ditch is not considered federally jurisdictional, it is considered a waters of the state, as defined by the State Wetland Definition and Procedure for Discharges of Dredged of Fill Material to Waters of the State (State Water Board 2020), and would be subject to the dredge and fill discharge procedures. As part of the Project, the constructed drainage ditch may be shifted slightly in location to accommodate for Project components, but would remain at a similar location, depth, and function as the existing drainage ditch.

Figure 7. Potential Jurisdictional Waters of the U.S in the Vicinity of the Project Area

Implementation of the Project improvements would not impact any federally protected wetlands or waters of the US, as defined by Section 404 of the Clean Water Act and further defined by the NWPR, as no wetlands or waters of the US are present on or adjacent to the Project area.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IVd. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Standard of Significance. A significant impact results from the blockage, disruption, or impedance of use of greater than zero wildlife or fish corridors or native wildlife nursery sites, as defined by TRPA Code Chapters 62 and 63.

The Project would not result in the interference with the movement of any wildlife species or migratory fish species, as no structures would be installed aboveground or within waterways. As discussed in the analysis for CEQA IVa, removal of individual willow trees would have the potential to impact avian species, including migratory birds, although impacts would be limited due to the existing commercial and recreational uses surroundings the Project area, which most likely excludes these trees as suitable nesting sites. There were no other migratory wildlife corridors identified within the Project area.

Construction is expected to take place from May to August and thus would occur during the bird nesting season. Noise and human presence associated with construction-related activities would have the potential to directly and indirectly affect any adjacent nests present through nest failure or abandonment. Tree removal also would be necessary, which further would affect nesting birds through loss of habitat. Although these impacts could be significant because these birds are protected under the MBTA, the Project would avoid effects to species protected under the MBTA through implementation of biological RPMs that are detailed in Section 1.11, Compliance Measures, and as discussed above in the analysis for CEQA IVa.

No wildlife nursery sites would be impeded. If special-status wildlife species with agency-mandated PACs and LOP are found breeding in the Project area, an appropriately trained biologist would implement appropriate LOP around the PAC. Nests of species covered by the MBTA would be protected in place via a 100-foot construction buffer until the young fledge. The project would avoid potential impacts to MBTA species and willow flycatcher nursery sites through the implementation of these biological RPMs detailed in Section 1.11, Compliance Measures.

Environmental Analysis: **No Impact.**

Required Mitigation: **None**.

CEQA IVe. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Standard of Significance. If the Project conflicts with goals and policies outlined in the conservation element of the TRPA RPU for vegetation, wildlife, and/or fisheries a significant impact to biological resources results.

The Project would not conflict with provisions of any Habitat or Natural Community Conservation Plan, as none exist for the Project area. A Conservation Strategy for Tahoe yellow cress (CNPS 1.B and TRPA Sensitive) has been adopted and applies to the backshore areas of Lake Tahoe. Habitat for Tahoe yellow

cress does not exist within the Project area, and therefore, no conflict with the Conservation Strategy would occur.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IVf. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Standard of Significance. If the Project conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved Habitat Conservation Plan, a significant impact results.

The Project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan, because no such plans exist for the Project area. A Conservation Strategy for Tahoe yellow cress has been adopted and applies to the backshore areas of Lake Tahoe. Habitat for Tahoe yellow cress does not exist within the Project area, and therefore, no conflict with the Conservation Strategy would occur.

Environmental Analysis: **No Impact.**

Required Mitigation: **None**.

6.2 TRPA Checklist Analysis – Vegetation

TRPA 4a. Will the proposal result in the removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

Standard of Significance. Removal of greater than zero acres of native vegetation in excess of the area utilized for the actual development permitted by the TRPA LCD system results in a significant impact as defined by TRPA Code Chapters 30 and 33. TRPA-verified LCDs reflect the amount of development a site can support without experiencing soil or water quality degradation. LCDs range from 1 to 7, with LCD 1a, 1b, and 1c being the most environmentally sensitive and LCD 7 being the most suitable for supporting development.

Land coverage and land capability was mapped by TRPA as part of the TBAP planning process and TRPA LCVs for APNs 094-080-001 and 094-020-008. Based on available LCD boundary files, LCD 1b and 5 comprise the Project area. **Figure 6** illustrates the LCDs mapped within the Project area. Much of the Project area falls within TRPA's mapped LCD-1b SEZ. SEZs within the TBAP have generally have been disturbed (TRPA 2016). Refer to the analysis for TRPA 1a, which analyzes land coverage by LCD.

The Project would result in new land coverage associated with the expansion of the public parking facility and construction of the Class 1 multi-use trail and public an optional facility. The Project would locate new land coverage over existing land coverage when possible and remove existing land coverage on APN 094-080-001, 094-080-009 and 095-080-011 by replacing pavement with landscaped medians. Land disturbance associated with clear zones, constructed as part of the Class 1 multi-use trail compliance with American Association of State Highway and Transportation Officials (AASHTO) and ADA design standards, would infiltrate runoff from the trail surface. Stormwater facilities would result in temporary disturbance during construction but no permanent land coverage or disturbance during operations.

Project improvements would be installed on lands that contain existing development and uses. Project construction would remove native vegetation during soil disturbance activities; however, the Project would

comply with TRPA regulations for restoration and revegetation of disturbance areas. The Project proposal minimizes the extent of permanent LCD 1b disturbance through location and design of improvements and would include reestablishment of native vegetation. The disturbance necessary for Project implementation is in accordance with the requirements outlined for restoration of temporary disturbance in LCD 1b, as detailed in the analysis for TRPA 1a.

The Project would also comply with the grading and construction standards of TRPA Code Chapter 33, Grading and Construction, which protects the environment against significant adverse effects from excavation, clearing, and filling, and outlines requirements for protection of vegetation during construction. Vegetation located outside the construction site boundary, as well as other vegetation designated on the approved plans, would be protected by installing temporary fencing, pursuant to TRPA Code Section 33.6.9, Standards for Soil and Vegetation Protection, and Section 33.6.10, Standards for Retained Tree Protection.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 4b. Will the proposal result in the removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

Standard of Significance. The direct removal or lowering of the groundwater table during Project construction or long-term operations that causes indirect loss of riparian vegetation or other vegetation associated with critical wildlife habitat constitutes a significant impact as defined by TRPA Code Chapter 61.

The Project area has been previously developed and disturbed. Areas disturbed during construction would be stabilized and revegetated. Installation of Project improvements would require excavations of up to 12-feet below ground surface (bgs) for installation of stormwater vaults and drop inlet connections and dewatering during construction is anticipated, but would not result in a permanent lowering of the groundwater table. Riparian species that are currently managed as part of the ornamental landscape may be removed as part of the project, however, these species are not associated with critical wildlife habitat and provide minimal general habitat value because of their continued maintenance as ornamentals. The groundwater table in the vicinity of these species will not be impacted. No impacts to these resources would occur because such resources do not occur in the Project area or are currently managed in a way that does not support critical wildlife habitat.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

TRPA 4c. Will the proposal result in the introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

Standard of Significance. The introduction of noxious species or the introduction of new vegetation that requires excessive fertilizer or water constitutes a significant impact as defined by TRPA Code Chapter 61.

Refer to the analysis for CEQA IVb, which concludes that the level of potential impact related to riparian habitat and sensitive natural communities would be less than significant.

The Project would landscape the expanded public parking facility, multiuse trail, and associated pedestrian circulation. An appropriate high-elevation native species mix would be used for revegetation activities and would not require fertilizer or excessive water to establish. Native species typically require less water than

non-native species. The Project would implement the Noxious Species Control Plan that is detailed in Section 1.11, Compliance Measures. The Project would comply with the County-wide design standards for landscaping (County Code Section 6, Goals and Policies 6.D, Vegetation) and the landscaping standards of the TBAP for the use of landscaping species listed in the TRPA-recommended and approved *Native and Adapted Plants for the Tahoe Basin*, with the exception of accent plantings. The Project would comply with the TRPA Code provisions for revegetation (TRPA Code Section 61.4, Revegetation).

Project compliance with the TRPA Code and County-wide design standards for revegetation would reduce potential impacts to vegetation to a level of less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 4d. Will the proposal result in the change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

Standard of Significance. A change in diversity or distribution of species or number of species of plants resulting from Project construction or operations constitutes a significant impact as defined by TRPA Code Chapter 33 and 62 and 63.

Refer to the analysis for TRPA 4a, which concludes that the level of potential impact related to the removal of native vegetation would be less than significant.

Much of the existing vegetation within the Project area is non-native or ornamental. Through Project compliance with the TRPA Code provisions for revegetation and tree removal (Code Section 61.4, Revegetation; Code Section 61.1.5, General Tree Removal Standards; Code Section 61.1.6, Minimum Standards for Tree Removal; and Code Section 33.6, Vegetation Protection During Construction), the Project would avoid the potential to change the diversity, distribution, or number of any species of plants, therefore having no impact.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

TRPA 4e. Will the proposal result in a reduction of the numbers of any unique, rare or endangered species of plants?

Standard of Significance. The reduction of the number of any unique, rare or endangered species of plants as a result of Project construction and operations constitutes a significant impact as defined by TRPA Code Chapter 61.

Rare, unique, or endangered plant species were not encountered during the botanical field survey (full species list is included in **Appendix B**). The Project would not result in the removal of any unique, rare, or endangered species of plants. Project implementation would be performed in a previously disturbed area with existing commercial and recreation uses that is not suitable for rare or endangered plant species.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 4f. Will the proposal result in the removal of streambank and/or backshore vegetation, including woody vegetation such as willows?

Standard of Significance. TRPA Code Subsection 61.3.3 prohibits the removal of SEZ vegetation except as allowed by other Code provisions. Loss of riparian vegetation constitutes a significant impact.

The Project would not remove any woody backshore or streambank vegetation, as the Project area is not located in the backshore or along any streambanks. Several willow individuals may be removed, but they are not considered part of a wood vegetation riparian corridor. The individual willows within the Project area are currently subject to maintenance and trimming as part of the adjacent business operations, thus providing both minimal and inconsistent habitat. As limited willow specimens would be removed, which are not part of a functioning riparian system, the level of impact associated with removal would be less than significant.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

TRPA 4g. Will the proposal result in the removal of any native live, dead, or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPAs Conservation or Recreation land use classifications?

Standard of Significance. TRPA Code Subsection 61.1.4 prohibits the removal of trees larger than 30 inches dbh for west side forest types in lands that are in conservation or recreation plan areas. Except under specific project conditions, tree removal that does not meet findings outlined in TRPA Code Subsection 61.1.4 results in a significant impact within TRPA conservation or recreation land use areas.

Several ornamental native and non-native trees would be removed during Project construction. The Project would not result in the removal of any live, dead, or dying trees 30 inches or greater dbh.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 4h. Will the proposal result in a change in the natural functioning of an old growth ecosystem?

Standard of Significance. A change in the natural functioning of an old-growth ecosystem constitutes a significant impact as determined by TRPA Code Chapter 61 and Goals and Policies.

Old-growth ecosystems are defined as late seral/old-growth forests that provide unique habitat for wildlife and plant species, have increased resistance to tree mortality due to catastrophic wildfire, and are less common than would naturally occur due to clear-cut activities in the late 1800s followed by wildfire exclusion policies through most of the twentieth century by TRPA RPU Goals and Policies: Goal Veg-4. No old-growth forests/ecosystems are mapped within the Project area, and therefore, no impacts to old-growth ecosystems would occur.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

6.3 TRPA Checklist Analysis – Wildlife

TRPA 5a. Will the proposal result in a change in the biodiversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

Standard of Significance. A change in the diversity or distribution of species, or numbers of any species of animals resulting from Project construction or operations constitutes a significant impact to TRPA Thresholds, as cited in TRPA Resolution 82-11 Exhibit A, and TRPA Goals and Policies pertaining to wildlife fisheries.

Refer to the analysis for CEQA IVa, which concludes that there would be no impacts to wildlife species. The Project area is located in a developed urban area and would have temporary, localized effects during construction. Although some common species, including nesting birds, may experience disturbance during construction, the limited impacts that would occur would not affect the biodiversity or distribution of any species of animals.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

TRPA 5b. Will the proposal result in a reduction of the number of any unique, rare, or endangered species of animals?

Standard of Significance. The loss of greater than zero endangered, threatened, or rare fish or wildlife individuals or disturbance of greater than zero acres of occupied or designated critical habitat constitutes a significant impact as defined by CEQA Article 5, Section 15065, CESA Sections 2062 and 2067, CDFG Code Sections 1900-1913, and TRPA Thresholds.

Refer to the analysis for CEQA IVa, which concludes that there would be no potential impact to species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

TRPA 5c. Will the proposal result in the introduction of new species of animals into an open area, or result in a barrier to the migration or movement of animals?

Standard of Significance. The introduction of new species into the Project area or the blockage or disruption of fish or wildlife corridors constitutes a significant impact by the Project to the migration or movement of animals.

Refer to the analysis for CEQA IVd, which concludes that the Project would not introduce a new species of animals into an open area. Project improvements would be primarily installed belowground and at-grade and would not create a barrier to migration or movement of animals.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

TRPA 5d. Will the proposal result in the deterioration of existing fish or wildlife habitat quantity or quality?

Standard of Significance. Deterioration of existing fish or wildlife habitat quantity or quality from construction and operations of the Project constitutes a significant impact to these habitats as defined in TRPA Code Chapters 62 and 63.

Refer to the analysis for CEQA IVa, which concludes there would be no potential impacts to wildlife and sensitive species. The Project would not result in the deterioration of fish or wildlife habitat quality or quantity due to the Project area's location and because no sensitive wildlife habitat is present within the Project area or vicinity. The Project area is an area been previously disturbed and is not suitable for wildlife species.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

7.0 CULTURAL (CEQA) AND ARCHAEOLOGICAL & HISTORICAL RESOURCES (TRPA)

This section addresses the cultural resources criteria in the CEQA Guidelines as well as the tribal cultural resources criteria. **Table 14** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 14. Cultural Resources and Archaeological/Historical Resources Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA Va)	☐	☐	☒	☐
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA Vb)	☐	☐	☒	☐
Disturb any human remains, including those interred outside of dedicated cemeteries? (CEQA Vc)	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)	☐	☐	☐	☒
Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? (TRPA 20b)	☐	☐	☐	☒
Is the property associated with any historically significant events and/or sites or persons? (TRPA 20c)	☐	☐	☐	☒
Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)	☐	☐	☐	☒
Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)	☐	☐	☐	☒

7.1 CEQA Checklist Analysis – Cultural Resources

CEQA Va. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Standard of Significance. If the Project adversely affects important examples of major periods of California history or pre-history, a significant impact results to historical resources. Impacts to eligible or potentially eligible resources include those resulting from construction, operation, or maintenance activities that adversely impact the integrity of prehistoric or historic archaeological resources and are unavoidable based on the Project trail placement. If the Project causes "a substantial adverse change in the significance of an historical or archaeological resource" (i.e., physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings) pursuant to PRC Section 15064.5, a significant impact results to archaeological resources.

Since the Project is situated in the town of Tahoe City, within the unincorporated Placer County, cultural resource studies were conducted to comply with Placer County guidelines under the CEQA PRC Section 5024. Federal statutes, including compliance for cultural resources under Section 106 of the NHPA, also apply to the Project.

An assessment of impact is based on the Area of Potential Effects or APE, which includes the area of both direct and indirect effects of a proposed project on a cultural resource. The APE was established as the western intersection of Grove Street and North Lake Boulevard (SR 28), generally following the area behind the structures along North Lake Boulevard and approximately 250 feet from the roadway, and approximately 800 feet from Grove Street as depicted in **Figure 3**. The APE encompasses the maximum limits of potential ground-disturbing construction activities that would reasonably be expected from the Project, including but not limited to the walking path itself, all existing and proposed new ROWs, and equipment/material staging areas. The APE excludes the existing commercial buildings on APNs 094-080-005, 094-080-011 and 094-080-009, as the Project will connect the existing commercial parking areas to the expanded public parking facility but will take no action on and create no change to the existing buildings.

While no buried cultural resources were identified in the APE during the September 18, 2020 pedestrian inspection, the surveyor noted that three of the structures within the APE were constructed more than 50 years ago. The Project actions would occur within the existing development such as parking lots and the golf course, and therefore, the entire Project APE has been subject to prior ground disturbance, additionally, the Project will avoid any impacts to the nearby structures. In many cases previous disturbance extended to a considerable depth and likely below any potential archaeological surface or subsurface deposits that could once have been present.

There are no known or visible historic or prehistoric resources in the Project area that are potentially eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) and there are no unevaluated cultural resources. The Project area has been disturbed by past grading and fill activities for residential construction, road installation, and utility connections. If historic resources are discovered during the Project, construction activity would be immediately stopped and a qualified archaeologist would be contacted, as detailed in the cultural RPMs described in Section 1.11, Compliance Measures.

Because no historical resources as defined in PRC Section 15064.5 would be disturbed, the Project would not cause substantial adverse change in the significance of a historical or archaeological resource and the level of potential impact would be less than significant.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None**.

CEQA Vb. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Standard of Significance. If the Project adversely affects important examples of major periods of California history or pre-history, a significant impact results to historical resources. Impacts to eligible or potentially eligible resources include those resulting from construction, operation, or maintenance activities that adversely impact the integrity of prehistoric or historic archaeological resources and are unavoidable based on the Project trail placement. If the Project causes "a substantial adverse change in the significance of an historical or archaeological resource" (i.e., physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings) pursuant to PRC Section 15064.5, a significant impact results to archaeological resources.

No archaeological resources have been identified within the Project area, and excavation would occur in previously disturbed areas. However, since the time when previous excavation and disturbance of the area last occurred is unknown, there is a remote potential to unearth undiscovered archaeological resources. Requirements for the protection of unknown resources, as described in Section 1.11, Compliance Measures, would be included in construction contracts to ensure that there would be no impacts to previously undiscovered resources. Should previously undiscovered resources be unearthed, ground-disturbance activities would cease until consultation with a qualified archaeologist occurs and recommended procedures are implemented. The Project would not cause a substantial adverse change in the significance of a previously unknown archaeological resource because avoidance of such resources would occur during Project construction.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None**.

CEQA Vc. Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Standard of Significance. The potential exists to pose a significant impact to human remains identified during construction-related ground-disturbing activities. A significant impact results if the Project affects human remains.

There are no known cemetery or burial areas within the Project area; however, there is a potential for inadvertent discoveries of human remains during construction. The Project would avoid potentially significant impacts to human remains through compliance with PRC Section 5097.98 and Section 7050.5 of California Health and Safety Code, and implementation of the cultural RPMs detailed in Section 1.11, Compliance Measures, which require that if remains are found, a cultural resources specialist would be contacted to provide an initial evaluation of the remains. If the remains are found to be human or potentially human, the Placer County Sheriff/Coroner must be notified within 24 hours of the discovery to conduct proper evaluation and treatment of remains. If the sheriff/coroner determines the remains to be of early Native American origin, the NAHC must be contacted. The NAHC then assigns a Most Likely Descendent to the project who, in collaboration with the County and any landowner(s), would determine the ultimate treatment and disposition of the remains.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None**.

7.2 TRPA Checklist Analysis – Historical Resources

TRPA 20a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

Standard of Significance. If the Project adversely affects important examples of major periods of California history or pre-history, a significant impact results to historical resources. Impacts to eligible or potentially eligible resources include those resulting from construction, operation, or maintenance activities that adversely impact the integrity of prehistoric or historic archaeological resources and are unavoidable based on the Project trail placement. If the Project causes "a substantial adverse change in the significance of an historical or archaeological resource" (i.e., physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings) pursuant to PRC Section 15064.5, a significant impact results to archaeological resources.

Refer to analyses for CEQA Va and Vb, respectively, which conclude that the level of impact to historical and archaeological resources would be less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 20b. Is the project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

Standard of Significance. A project that disturbs resources on TRPA or other regulatory official maps or records creates a significant impact.

Refer to analyses for CEQA checklist items Va and Vb, respectively, which conclude that the level of impact to historical and archaeological resources would be less than significant. The Project would not be located on properties with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records. Implementation of the cultural RPMs that are detailed in Section 1.11, Compliance Measures, would reduce potential impacts to such resources to a level of less than significant.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None**.

TRPA 20c. Is the property associated with any historically significant events and/or sites or persons?

Standard of Significance. If the Project adversely affects important examples of major periods of California history or pre-history, a significant impact results to historical resources. Impacts to eligible or potentially eligible resources include those resulting from construction, operation, or maintenance activities that adversely impact the integrity of prehistoric or historic archaeological resources and are unavoidable based on the Project trail placement. If the Project causes "a substantial adverse change in the significance of an historical or archaeological resource" (i.e., physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings) pursuant to PRC Section 15064.5, a significant impact results to archaeological resources.

No historically significant events and/or sites or persons are known to be associated with the Project area. Refer to analysis for CEQA Va, which concludes that the level of impact to historical resources is less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 20d. Will the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

Standard of Significance. A project that causes a significant physical change which affects unique ethnic cultural values constitutes a significant impact.

In accordance with the consultation requirements of AB 52, the County initiated the consultation process with appropriate Native American groups with a possible interest in sediment management activities. On September 23, 2020, Cardno archaeologist, Brian S. Marks, Ph.D. contacted the NAHC in Sacramento to request a search of the Sacred Lands File and a list of suitable tribal organizations and individuals. The NAHC response on October 7, 2020 stated that a Sacred Lands File records search was completed for the project and the results were negative.

The County contacted the following groups and individuals that might have knowledge of cultural resources in the vicinity of sediment management activities (i.e., soil disturbance):

- Gene Whitehouse, United Auburn Indian Community of the Auburn Rancheria (cc: Mathew Moore and Rebecca Allen, Ph.D.);
- Darrel Cruz, Washoe Tribe of Nevada and California;
- Pamela Cubbler, Colfax Todds Valley Consolidated Tribe; and
- Randy Yonemura, Ione Band of Miwok Indians.

The County sent letters on September 25, 2020 to the tribes that had requested AB52 notification from the County to solicit information regarding sensitive cultural resources in and near the sediment disposal area and to determine whether they or their respective tribal organizations had an interest in or concerns with the activities to be implemented. The letters were delivered or picked up between September 28, 2020 and October 5, 2020. As of November 10, 2020, there has been no response.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 20e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

Standard of Significance. The restriction of historic or pre-historic religious or sacred uses by a project constitutes a significant impact.

Refer to analysis for CEQA Vb, which concludes that the level of impact to archaeological resources is less than significant. There are no known uses that would be impacted by the Project.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

8.0 ENERGY

This section evaluates the Project's impacts on energy resources during construction and operations. **Table 15** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 15. Energy Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item – Energy				
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (CEQA VIa)	☐	☐	☒	☐
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (CEQA VIb)	☐	☐	☐	☒
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Environmental Checklist Item – Energy				
Use of substantial amounts of fuel or energy? (TRPA 15a)	☐	☐	☐	☒
Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)	☐	☐	☐	☒

8.1 CEQA Checklist Analysis

CEQA VIa. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Standard of Significance. Wasteful, inefficient, or unnecessary consumption of energy during project construction or operations constitutes a significant impact. Additionally, use of substantial amounts of fuel or energy by a project results in a significant impact, as defined by TRPA RPU Conservation Element and Placer County General Plan.

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include: decreasing overall per capita energy consumption; decreasing reliance on natural gas and oil; and increasing reliance on renewable energy resources. In order to ensure that energy implications are considered in project decisions, CEQA requires that environmental documentation include a discussion of

the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements.

Energy-consuming equipment listed in **Table 3** would be used to construct the Project. Fuel use and other air quality pollutants and emissions were calculated using CalEEMod, Version 2016.3.2. Modeled air emissions were calculated from construction scheduling and equipment and material assumptions, and reflect potential effects of energy and fuel usage during construction. Refer to the analysis for CEQA IIIb, which concludes that the Project would not result in a cumulatively considerable net increase of any criteria pollutant. Refer to the analysis for TRPA 2a, which concludes the Project would not violate the construction-generated emissions standards for ROG, NO_X, PM_{10}, or SO_2, or CO.

As part of the TRPA RPU, utility companies projected that based on the forecasted growth, the available capacity of utilities would far exceed the demand of new projects considered under the RPU build out alternative (TRPA 2012). The Project would implement TRPA EIP project 03.02.01.0041 with the stated action priority of "Improving Transportation and Trail Connections" and addressing air quality and water quality threshold categories.

Energy usage for Project operations would be confined to operation of County standard overhead safety lighting, which would use energy-efficient bulbs. The Project would not require new local or regional energy sources and would result in no measurable change to peak and base period demands for electricity and other forms of energy in the County.

Project operations would not induce growth or result in growth-inducing effects and as a result would not contribute to change in local and regional energy consumption. Project operations would improve connectivity to the regional trail network and promote use of more energy-efficient transportation alternatives. As a result, daily vehicle trips are expected to be redistributed and VMT are expected to decrease slightly, which would translate into a reduction in energy consumed per trip by mode.

Consumption of energy during Project construction or operations would not be wasteful, inefficient, or unnecessary, and Project impacts would be less than significant.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None**.

CEQA VIb. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Standard of Significance. Conflict with or obstruction of a state or local plan for renewable energy or energy efficiency constitutes a significant impact.

Local plans and programs have been developed to implement CARB goals to increase energy efficiency and derive 50 percent of electricity in 2030 from renewable resources. The Lake Tahoe Sustainable Communities Program is a basin-wide program, housed within TRPA but supported by a partnership of local agencies, organizations, jurisdictions, and the community, that has developed the Sustainability Action Plan for the Lake Tahoe Region (TRPA 2013). Additionally, the County is currently developing the Placer County Sustainability Plan (PCSP) (Placer County 2019), a comprehensive road map that will outline various programs and policies that will be undertaken to achieve the most significant GHG emission reductions in the unincorporated county. In addition to reducing emissions, implementation of the PCSP will help achieve multiple community-wide benefits, such as lowering energy costs, reducing air and water pollution, supporting local economic development, and improving public health, safety, and quality of life. This plan will serve to achieve five primary purposes:

- Provide a road map to achieve GHG reductions.
- Demonstrate the County's conformance to California laws and regulations.
- Implement the General Plan.
- Identify effective, feasible GHG emission reduction measures for new development subject to environmental review.
- Improve resiliency to climate-related hazards.

The Project would conform to the energy efficiency requirements of California's mandated CalGreen Code. Because the Project would implement important regional mobility connections, contribute toward CARB and Placer County energy reduction goals, and would not conflict with or obstruct the goals and policies of the TRPA RPU or the PCSP, no impact would result.

Environmental Analysis: **No Impact.**

Required Mitigation: **None**.

8.2 TRPA Checklist Analysis

TRPA 15a. Will the proposal result in use of substantial amounts of fuel or energy?

Standard of Significance. Use of substantial amounts of fuel or energy by a project constitutes a significant impact, as defined by TRPA RPU Conservation Element and the County General Plan.

As part of the RPU, utility companies projected that based on the forecasted growth, the available capacity of utilities would far exceed the demand of new projects considered under the RPU build out alternative (TRPA 2012).

The Project would be located in close proximity to existing electricity and gas infrastructure and would not result in the need for new utility facilities. The Project would not directly result in additional commercial, tourist, or residential development, and would therefore have a less-than-significant impact on the incremental use of natural resources. Installation of new standard overhead safety lighting would result in the use of energy; however, as discussed in the response to TRPA 15b, this use would not be significant, and the Project would install energy-efficient bulbs, as is required. The Project would conform to the energy efficiency requirements of California's mandated CalGreen Code.

Non-renewable natural resources such as gasoline and diesel would be consumed during Project construction. However, because construction would be limited and would not require quantities of non-renewable resources beyond those of typical residential construction, the Project would not result in substantial depletion of any non-renewable natural resource.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 15b. Will the proposal result in substantial increase in demand upon existing sources of energy, or require the development of new energy sources?

Standard of Significance. A substantial increase in demand upon existing sources of energy or requirement of the development of new sources of energy by the Project results in a significant impact as defined by TRPA RPU Conservation Element.

The Project serves to support existing parking demand for existing uses, but would not create additional commercial, tourist, or residential development. Therefore, the level of potential impact to existing energy sources would be less-than-significant. The Project would potentially install a small public restroom facility that would be connected to existing electrical, sewer and water service systems and overhead safety lighting that would connect to the existing electrical system; however, Project operations would not result in a substantial increase in demand upon existing sources of energy or require the development of new sources of energy. Other uses of energy would be temporary in nature during construction.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

9.0 GEOLOGY & SOILS (CEQA) AND LAND (TRPA)

This section evaluates the Project's impacts on geological and soil resources during construction and operations. **Table 16** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 16. Geology, Soils, and Land Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item – Geology and Soils				
Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides? (CEQA VIIa)	☐	☐	☐	☒
Result in substantial soil erosion or the loss of topsoil? (CEQA VIIb)	☐	☐	☒	☐
Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (CEQA VIIc)	☐	☐	☒	☐
Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId)	☐	☐	☒	☐
Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (CEQA VIIe)	☐	☐	☐	☒
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA VIIf)	☐	☐	☒	☐

Will the Proposal:	Yes	No, With Mitigation	Data Insufficient	No
TRPA Initial Environmental Checklist Item – Land				
Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)	☐	☐	☐	☒
A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)	☐	☐	☐	☒
Unstable soil conditions during or after completion of the proposal? (TRPA 1c)	☐	☐	☐	☒
Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)	☐	☒	☐	☐
The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)	☐	☐	☐	☒
Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? (TRPA 1f)	☐	☐	☐	☒
Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? (TRPA 1g)	☐	☐	☐	☒

9.1 CEQA Checklist Analysis – Geology and Soils

CEQA VIIa. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?

Standard of Significance. For CEQA VIIa-i through VIIa-iv, the location of facilities within an Alquist-Priolo earthquake fault zone or known active fault zone or the location of facilities within areas of unstable soil without appropriate design features or construction controls constitutes a significant impact.

Potential geologic hazards within and in the vicinity of the Project area have been assessed in accordance with the requirements of the California Board for Geologists and Geophysicists' *Geologic Guidelines for Earthquake and/or Fault Hazard Reports* and *Guidelines for Engineering Geologic Reports*; California Geological Survey Special Publication 42, *Fault-Rupture Hazard Zones in California*: Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zone Maps (Hart and Bryant 1997); and California Geological Survey Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (California Division of Mines and Geology 1997).

The Project area is located within the Sierra Nevada-Great Basin seismic belt. Based on the Division of Mines and Geology Special Publication 42 and the Index to Official Maps of Earthquake Fault Zones (Hart and Bryant 1997), the Project area is not located in the Alquist-Priolo Earthquake Fault Zone, which means that the Project area is not traversed by faults identified by the California Geological Survey as active. The

Project area, however, is located in Uniform Building Code Seismic Hazard Zone 3, and the most significant geologic hazards associated with the Project area are from earthquakes and their associated effects.

The Project would not involve construction of homes or other building structures for human habitation that would expose people to risk of loss, injury, or death from earthquake faults, ground shaking, liquefaction, or landslides during strong seismic shaking events. The Project design incorporates review of topography, soils, and suitability of materials to ensure safety and minimize the risk of loss.

Fault Rupture. The risk of fault rupture is less than significant based on existing published data of officially recognized faults and proximity of the Project area to such faults. The Project would not increase the present surface rupture hazard nor constructs habitable structures in these areas.

Strong Seismic Groundshaking. The Project area is located in a region traditionally characterized by moderate seismic activity. A large earthquake in the Project area vicinity could cause moderate to high ground shaking in the Project area. Anticipated ground acceleration at the Project area is great enough to cause structural damage to trail features, such as warping or cracking of trail surfaces. Implementation of design features and construction controls appropriate to seismic coefficients minimizes the potential ground shaking hazards on features in the Project area. As engineering details develop, additional investigations will direct engineering specifications for new stormwater infrastructure and the optional public restroom facility. These details would include appropriate site preparation, excavation of unstable materials, structural fill, compacted fill, subsurface drainage, and subgrade and aggregate base for paved trail surfaces to minimize the adverse effects from ground shaking.

The Project would construct no permanently occupied structures and thus exposes no new occupants to ground shaking or injury resulting from seismically induced structural damage. Through conformance to federal, regional, state, and local codes and requirements, design specifications, and construction controls, the potential impact from ground shaking would be reduced to a level of less than significant.

Seismic-related Ground Failure, including Liquefaction. Liquefaction is the phenomena where more commonly loose saturated sands or silty sands lose their shear strength when subjected to cyclic loading, and become unstable. Large earthquakes, as described above, may provide that type of cyclic loading. Locations with shallow groundwater and less dense sandy soil could be more susceptible to liquefaction. Review of available literature and Project area soil maps indicate a low risk for liquefaction.

Proposed excavations are minimal to achieve grades. Additionally, excavation depths for stormwater vault installation would not exceed a maximum depth of 12 feet. If the seasonal high groundwater table will be encountered during construction, the project-specific SWPPP (refer to Section 1.11, Compliance Measures) will include a site-specific dewatering plan to assure dry work conditions during stormwater vault installation.

Landslides. Project area conditions do not contribute to increased risk from unstable soil conditions from debris flow, flooding, landslide, rock fall, or avalanche. The possibility of landslides and seismically induced slope instability is considered low because of the topography within and adjacent to the Project area. The impact level is less than significant because most locations along the Project area have existing development and flat topography. The construction and operation of the Project would not increase the potential for landslides or seismically induced slope instability.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA VIIb. Would the Project result in substantial soil erosion or the loss of topsoil?

Standard of Significance. Significant impacts result from non-compliance with TRPA Code Chapters 30, 33, and 60, the 208 Plan, the Lahontan Basin Plan (Chapter 5), or Tahoe General Construction permit condition requirements for the control of erosion on- and off-site and the stabilization of soils during and upon completion of excavation, grading, and fill activities.

Short-term Construction. The potential for erosion is greatest during the construction period and prior to establishment of revegetation plantings. Construction of the Project would involve clearing and grubbing activities, grading, and excavation and trenching. These construction activities result in soil disturbance which can cause temporary, short-term increases in runoff, soil erosion, wind erosion, and sedimentation within and down gradient of the Project area. When disturbed areas are not adequately stabilized and revegetated, wind can dislodge soil particles and make them airborne. When runoff bypasses natural processes, this water is not infiltrated to and filtered by soils to recharge local groundwater supplies. Excess runoff can overwhelm vicinity stream channels with increased water volumes and pollutant concentrations and result in streambank erosion, loss of vegetation, and reductions in functional aquatic habitat and SEZ.

The risk of soil erosion is low due to the flat topography of the Project area. Furthermore, the risk of sedimentation impacting surface waters is extremely low, as the Project area contains no surface water features and no functional aquatic habitat or unmodified SEZs. The design features, construction controls, and BMPs (i.e., compliance measures) that are incorporated into the Project proposal to reduce short-term erosion potential would include construction phasing to limit the duration of construction and extent of disturbance present at one time. Temporary BMPs provide dust control, protect and stabilize stored materials, define work zones, staging, and access areas to limit disturbance, slow runoff velocity and intercept sediment during storm events, and stabilize slopes during Project construction and initial vegetation establishment periods. Compliance measures for these plans would include, but are not limited to:

- Construction phasing that minimizes the extent of disturbance areas and duration of disturbance;
- Clearly marked staging hammerhead (i.e., designated turnarounds) and access areas;
- Armoring of staging, access, and hammerhead areas;
- Construction equipment and vehicle restrictions;
- Temporary BMPs that are effective in containing the 20-year, 1-hour TRPA design storm;
- Topsoil salvaging and pile protection;
- Stabilization of slopes during Project construction and initial vegetation establishment periods; and
- Qualified SWPPP Practitioner (QSP) present during construction to ensure BMP effectiveness and conduct remedial actions.

Section 1.11, Compliance Measures, provides additional details of the compliance measures that would be implemented to prevent short-term soil erosion from construction actions. Compliance with the Tahoe General Construction Permit conditions, the TRPA ESCP requirements and the TRPA and Placer County grading ordinances ensure that runoff, wind and water erosion, and sedimentation are contained on-site during construction of the Project and that actions comply with grading restrictions. The ESCP determines the site-specific temporary BMPs for installation during construction activities. The SWPPP developed by a qualified engineer or erosion and sediment control specialist is submitted concurrently with the NOI to Lahontan Water Board 30 days prior to the start of construction for review and approval. As detailed in Section 1.11, the Project's site-specific SWPPP would be employed during construction to minimize risk of soil erosion or loss of topsoil from disturbed areas. As preparation of the final design plans and associated

construction documents progress, details for the Lahontan Water Board-required SWPPP and the TRPA-required ESCP will refine the final Project proposals.

The Project would be required to comply with the provisions of TRPA Code Chapter 33, Grading and Construction, and County Code Chapter 15, Building and Development. TRPA Code Chapter 33 includes specific provisions for timing of grading, winterization of construction sites, specifications for cut and fill areas, and protection of vegetation during construction. County Code Article 15.48 details requirements for grading, erosion and sediment control. **Appendix A**, Plan Sheet 5, provides additional details, as based on the 20% engineering plans.

Long-term Operation. The Project would include hydrologic source controls to infiltrate runoff from the Class 1 multi-use trail surface into the adjacent landscaping zones and avoid adverse effects to soils. The stormwater infrastructure by its very nature is designed to include source controls and improve infiltration to avoid accelerated erosion or loss of topsoil. The Project would stabilize and revegetate areas that are disturbed during construction and would maintain these areas as part of the County's ongoing facilities operations and maintenance program. Long-term maintenance of these areas minimizes adverse effects to soils. The Project proposal minimizes soil disturbance and loss of topsoil through: adequate cross drainage; stabilization of disturbed areas; some landscaping; and revegetation specifications that respond to site-specific conditions.

The Project would implement design features, construction controls and BMPs (refer to Section 1.11, Compliance Measures) that are appropriate and adequate to minimize erosion on and off-site and stabilize soils during and upon completion of excavation, grading and fill activities. The final Project proposal would conform to federal, regional, state, and local codified regulations for the control of soil erosion and thereby reduce potential impacts from accelerated erosion to a level of less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None**.

CEQA VIIc. Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Standards of Significance. The location of new structures of facilities within areas subject to unstable soil conditions resulting from grading, excavation or fill constitutes a significant impact. Refer to the analysis for CEQA VIIa, which analyzes the potential for landslides, lateral spreading, and liquefaction and determines the level of impact would be less than significant.

Based on the characteristics of soil map units underlying the Project area, the liquefaction potential within the Project area is low. The possibility of landslides and seismically induced slope instability is considered low due to flat topography within and upslope of the Project area. The Project location and design avoids areas of steep slopes. Additionally, substantial potential for avalanche within the Project area does not exist due to the flat and gradually sloping topography.

The Project entails construction of surface improvements and the installation of subsurface stormwater collection and conveyance facilities. A majority of the surface excavation/grading associated with the Project would be minor surface grading of less than one (1) foot depth. Additional excavations would be associated with modifications to existing stormwater system and installation of new stormwater vaults and connections to the existing area-wide stormwater facility. These excavations would be localized with maximum depths of 12 feet.

Depending on the characteristics of the preceding water year, shallow or seasonally high groundwater may be encountered at the Project area during construction, but seepage would not be substantial enough to initiate debris flow mobilization or shallow landslides from the relatively flat Project area.

Additionally, the Tahoe Basin Soil Survey (NRCS 2007) identifies no areas of unstable soil conditions that are susceptible to collapse or subsidence within the Project area. In summary, soil units within the Project area are not considered unstable and would not become unstable as a result of Project construction or operations. The Project would not increase the potential for on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, and the level of impact associated with the unstable soil conditions would be less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None**.

CEQA VIId. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Standard of Significance. Significant impacts result if the Project locates facilities within areas of moderate to high soil risk, of unstable soils, or of expansive or corrosive soils without appropriate geotechnical and engineering measures.

Soil map units within the Project area are not considered expansive soils, as defined in the Uniform Building Code, as amended. Additionally, according to the Swelling Clays Map (USGS 1989), the Lake Tahoe Basin is in an area with little to no clays with swelling potential. The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), and therefore, would result in less than significant impacts to life or property from unstable soil conditions.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None**.

CEQA VIIe. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Standard of Significance. The development of septic systems or alternative wastewater disposal systems in areas of soils that are inadequate to support such a use results in a significant impact.

The Project proposes no septic tanks or alternative wastewater disposal systems, and therefore, would create no impact to the disposal of wastewater.

Environmental Analysis: **No Impact.**

Required Mitigation: **None**.

CEQA VIIf. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Standard of Significance. A significant effect on the environment occurs if the Project has the potential to pose a significant impact to paleontological resources identified during construction-related ground-disturbing activities, if any paleontological resources are identified during construction, as provided in PRC Section 5097.98, or if the Project directly or indirectly destroys a unique paleontological resource or site or

unique geologic feature. The significance of paleontological resources is determined in part by compliance with the Antiquities Act of 1906. Fossil remains of vertebrates are considered significant resources.

As discussed in Section 7.0, Cultural Resources, the Project would not result in significant impacts to properties with any known cultural, historical, and/or archaeological resources. There are no mapped paleontological resources or known unique geologic features within the Project area, and unique paleontological or unique geologic features are not expected to occur. In general, the Project area is underlain by unconsolidated to moderately consolidated sedimentary materials, including alluvial deposits. These environments do not usually contain intact fossils. The Project requires excavation and disturbance in areas that have been previously disturbed for residential, commercial, roadway, and utility development and that are not mapped as a high or moderate resource potential geologic deposit, formation, or rock unit. Additionally, in the unlikely event that paleontological resources are discovered during construction, Section 1.11, Compliance Measures, which outlines cultural RPMs, requires that ground-disturbance activities cease until consultation with a qualified archaeologist occurs. As a result, the Project would avoid and protect encountered resources and would result in less-than-significant impacts to paleontological resources.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None**.

9.2 TRPA Checklist Analysis – Land

TRPA 1a. Will the proposal result in compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

Standard of Significance. Project proposals that do not comply with provisions of TRPA Code Section 30.4 for maximum land coverage, Section 30.5 for additional land coverage in low capability lands, or Section 30.6 for existing excess land coverage constitute a significant impact (Note: Maximum land coverage for public facilities equals the minimum amount necessary to achieve the public purpose for a Project area per TRPA Code Section 30.4.2.A.2).

Refer to the discussion for CEQA IVb, which concludes that the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Refer to the analysis for CEQA Xc, which concludes that the Project would create no impact to floodplains. These analyses are not repeated in this section.

TRPA Code Chapter 30 contains the criteria pertinent to land coverage for the Project area. TRPA Code Section 30.4 details land coverage limitations and states the maximum land coverage (i.e., Base Allowable Land Coverage [BAL] plus transferred land coverage) for public service projects is limited to the minimum amount needed to achieve their public purpose. In instances where proposed land coverage exceeds the TRPA BAL, land coverage must be relocated within the Project area or transferred. If relocation of land coverage within the Project area cannot fully offset the proposed land coverage, then land coverage must be transferred into the project area following the process outlined in TRPA Code Section 30.4.2. The Project would implement a TRPA EIP project, is categorized as a public service project, and is therefore, not subject to the excess land coverage mitigation program in TRPA Code Section 30.6.

TRPA Code Subsection 30.4.1.C outlines the methods of calculating the BAL for a project area and states that land coverage associated with existing linear public facilities (e.g., bike trails and pedestrian paths), highways, streets, and roads shall not be considered in the calculation of land coverage. TRPA Code Subsection 30.4.6.D.3 states that non-motorized public trails are exempt from the calculation of land coverage, subject to siting and design requirements and limitations.

Existing land coverage within the Project area is associated with the existing public parking facility (APN 094-080-001), existing commercial development (APNS 094-080-005, 094-080-011 and 094-080-009) and existing hard and soft coverage encroachment from commercial development onto the Tahoe City Golf Course parcel (APN 094-020-008). New land coverage would be associated with the expansion of the existing public parking facility (17,046 square feet, inclusive of the approximately 171 square foot optional public restroom facility, and the Class 1 shared-use trail (17,046 square feet). Stormwater improvements may result in temporary disturbance but would not result in new permanent disturbance or land coverage. New permanent land coverage associated with the Class1 multi-use trail would comply with TRPA Code Section 30.4.6 and would be exempt from land coverage findings (Refer to **Appendix A** and **Figure 3**).

Table 17 presents the land coverage calculations upon which the evaluation of the land capability limitations rests, and provides data segregated by LCD 1b and LCD 5, which is then totaled for the Project area.

Land Capability District. Land capability reflects the LCDs that were verified for TBAP approvals and Land Capability Verifications (LCV) completed for APNs 094-080-001 and 094-020-008 by TRPA (**Figure 6**). As applicable to the Project area, lands in LCD 1b are treated as SEZ, while lands in LCD 5 are defined as high capability.

Project Area. The determination of the Project area follows the boundaries of the area of land involved for a project on two or more contiguous parcels (TRPA Code Section 30.4.1.C). If the parcels are not permanently consolidated, the owner shall record against the parcels a deed restriction or other covenant running with the land permanently assuring that the land coverage calculations for the parcels shall always be made as if the parcels had been legally consolidated. The total area combined area of APNs 094-020-008, 094-080-001, 094-080-009, 094-080-011 and 094-080-005 equates 2,385,485 square feet, of which the Project area would comprise 93,501 square feet.

Land Coverage. Land coverage is defined as a man-made structure, improvement, or covering, either created before February 10, 1972, or created after February 10, 1972, pursuant to either TRPA Ordinance No. 4, as amended, or other TRPA approval, that prevents normal precipitation from directly reaching the surface of the land underlying the structure, improvement, or covering. Such structures, improvements, and coverings include, but are not limited to, (1) roofs, decks, and surfaces that are paved with asphalt, concrete, or stone, roads, streets, sidewalks, driveways, parking lots, tennis courts, patios; and (2) lands so used before February 10, 1972, for such uses as for the parking of cars and heavy and repeated pedestrian traffic that the soil is compacted so as to prevent substantial infiltration. A structure, improvement, or covering shall not be considered as land coverage if it permits at least 75 percent of normal precipitation directly to reach the ground and permits growth of vegetation on the approved species list. See also "Potential Land Coverage." Common terms related to land coverage are: Hard Coverage—man-made structures as defined above and Soft Coverage—compacted areas without structures as defined above.

TRPA Base Allowable Land Coverage (BAL). The maximum amount of BAL on a parcel or project area is equal to the cumulative allowed base coverage of all LCDs, as determined by applying the land coverage percentage for each district set forth in TRPA Code Subsection 30.4.1 to the parcel or Project area. Due to the nature of the Project area, which comprises a portion of the TBAP area, and the nature of the Project proposal, which would construct public service facilities, determination of BAL is not directly applicable. **Table 17** presents estimated changes in land coverage for determination of LCD 1b disturbance mitigation requirements (TRPA Code Section 30.5). The Project would create new permanent land coverage on APN 094-020-008, while the Project would reduce permanent land coverage on APNs 094-080-001, 094-080-005, 094-080-009 and 094-080-011 through replacement of areas of existing pavement with landscaped medians.

Table 17. Project Area Existing and Proposed Land Coverage (square feet)

APN	Land Capability District	Project Area [1]	Project Area Temporary Disturbance	Project Area Base Allowable Coverage (BAL)[2]	Existing Land Coverage	Proposed Land Coverage	Proposed Land Coverage over Existing Land Coverage	Proposed Land Coverage NOT Attributable to BAL[3]	Existing Land Coverage Removed and Proposed for Relocation[4]	New Permanent Land Coverage[5]	Banked Land Coverage Available for Transfer (LCD 1b)[6]	Land Coverage to be Transferred[7]	Removed Land Coverage Available for Banking[8]
094-080-001	LCD 1b	6,144	6,144	61	4,763	5,710	4,763	1,381	434	0			0
	LCD 5	11,666	11,666	2,333	9,760	11,187	9,760	1,427	1,736	0			1,736
094-020-008	LCD 1b	40,842	40,842	408	7,243	40,842	7,243	14,767	0	17,046			0
094-080-005	LCD 1b	5,111	3,406	51	5,111	No Change	No Change	No Change	0	No Change			0
	LCD 5	6,236	1,156	1,247	6,236	No Change	No Change	No Change	0	No Change			0
094-080-009	LCD 1b	11,147	2,083	111	11,147	(-1,187)	No Change	No Change	1,187	0			0
094-080-011	LCD 1b	12,355	2,247	124	12,355	(-599)	No Change	No Change	599	0			0
Project Area Totals		**93,501**	**67,544**	**4,336**	**56,615**	**57,739**	**21,766**	**17,575**	**3,956**	**17,046**	**33,814**	**25,569**	**1,736**

Source: Appendix A; TRPA LCV Files
Notes:

1 Per TRPA Code Section 30.4.C.2(iii) (Two or More Contiguous Parcels) For a project on or comprising two or more contiguous parcels, the project area shall be the total combined square footage of the parcels, provided the parcels are permanently consolidated. If the parcels are not permanently consolidated, the owner shall record against the parcels a deed restriction or other covenant running with the land permanently assuring that the land coverage calculations for the parcels shall always be made as if the parcels had been legally consolidated.

2 TRPA Code Section 30.4.2.A.2 (Linear Public Facilities and Public Health and Safety Facilities) Maximum land coverage is limited to the minimum amount needed to achieve their public purpose, except as provided for non-motorized public trails in subsection 30.4.6.D.3.

3 TRPA Code Section 30.4.6.D.3 (Non-Motorized Public Trails) Non-motorized public trails are exempt from the calculation of land coverage, subject to the following siting and design requirements and limitations.

4 Existing Land coverage removed and replaced with landscaped medians in conformance with TBAP Policy CD-P-3, CD-P-6, T-P-25, and to be relocated per TRPA Code Section 30.4.4. Of the 3,956 square feet to be removed, 2,220 would be from LCD 1b.

5 New permanent land coverage equates Proposed Land Coverage - (Proposed Land Coverage over Existing Land Coverage + Proposed Land Coverage Not Attributable to BAL + Relocated Land Coverage).

6 LCD 1b Banked Land Coverage available is available for transfer from Placer County's Snow Creek Restoration Project in Agate Bay Hydrologic Area; TRPA File Number VBOC2018-0891.

7 TRPA Code Section 30.4.3.A.2(a) (Land Coverage Transfer Ratios for Uses Within Approved Community Plans or Centers) From sensitive lands, land coverage to be transferred as a ratio of 1:1, until the total land coverage reaches the maximum allowed. TRPA Code Section 30.6.1.B.5 Excess Land Coverage Mitigation Program Options for Projects within a Community Plan.

8 Existing Land Coverage Removed by the Project and not Relocated within the Project Area would be available for Banking per TRPA Code Section.

Existing Land Coverage. TRPA existing land coverage for the Project area tiers from TBAP approvals and LCV files for APNs 094-080-001 and 094-020-008. Excluding the commercial parcels on which the Project would create no change to existing permanent land coverage, existing land coverage within the Project area is estimated at 21,766 square feet. The Project is a public service project and is thus not subject to the excess land coverage mitigation program set forth in TRPA Code Section 30.6.

Proposed Land Coverage. Proposed land coverage is estimated at 57,739 square feet. Of this proposed land coverage, 21,766 square feet would be located over existing land coverage and 17,575 square feet would be associated with the Class 1 multi-use trail, which is classified as exempt. Additionally, 3,956 square feet of existing land coverage would be removed, replaced with landscaped medians, and available for relocation within the Project area. Resultant new permanent land coverage necessary for the public parking facility expansion (17,046 square feet) would be located on the Tahoe City Golf Course parcel that is mapped as LCD 1b. Land coverage and disturbance for public service facilities may be permitted in LCD 1b if TRPA finds that:

1. The project is necessary for public health, safety, or environmental protection;
2. There is no reasonable alternative, including a bridge span or relocation, that avoids or reduces the extent of encroachment in the stream environment zone; and
3. The impacts of the land coverage and disturbance are fully mitigated in the manner set forth in subparagraph 30.5.1.B.5, with the exception that the restoration requirement in such subsection shall apply exclusively to stream environment zone lands and shall include coverage and disturbance within the permitted Bailey coefficients.

Temporary Disturbance. Project construction would create temporary disturbance estimated at 67,544 square feet. Of this total disturbance area, approximately 54,722 square feet would occur in LCD 1b. TRPA Code generally prohibits encroachment in LCD 1b except in limited situations when applicable findings can be met and offsetting restoration provided. As described below, the Project meets the findings for temporary disturbance allowed by both Lahontan and TRPA for public service projects.

Section 1.11, Compliance Measures, of the Project description describes the Project provisions for temporary BMPs to reduce construction-related impacts and provisions for site protection, landscaping/revegetation and restoration of temporary disturbance, including limiting overall encroachment with use of project fencing. Permanent BMPs for erosion and sediment control would include slope stabilization, revegetation and drainage controls. Refer to the evaluation for CEQA VIb that presents the Lahontan Basin Plan exemption findings for disturbance in an SEZ.

Transferred Land Coverage. In addition to BAL prescribed in TRPA Code subsection 30.4.1, land coverage may be transferred to a parcel pursuant to subsection 30.4.3. For public service projects, the maximum land coverage (i.e., BAL plus transferred land coverage) is limited to the maximum amount needed to achieve the Project's public purpose and off-site land coverage transfer can meet the land coverage needs when insufficient on-site land coverage is available within the Project area. . TRPA verified land coverage (hard coverage and soft coverage) can be removed and restored for credit (e.g., Banking), retired pursuant to TRPA Code Section 51.6, or transferred through the method detailed in TRPA Code Section 30.4.3.

The Project proposal first locates proposed land coverage over existing verified land coverage and secondly transfers LCD 1b banked land coverage. As depicted in **Table 17**, the Project would result in new permanent land coverage in LCD 1b, and would therefore, require the transfer of land coverage. Placer County banked 33,814 square feet of land coverage removed and restored from LCD 1b as part of the Placer County Snow Creek Restoration Project. Approximately 25,569 square feet of banked LCD 1b land coverage would be transferred for mitigation of new permanent land coverage/disturbance necessary to construct the public parking facility expansion.

Sufficient restoration of SEZ was accomplished through Placer County's Snow Creek Restoration Project to meet mitigation requirements for new permanent land coverage in the Project area. The Project proposal, including the provisions for BMPs and on-site SEZ restoration, meets the findings necessary to avoid significant impact from additional, yet temporary, encroachment in low capability lands. In summary, the Project meets the findings necessary to demonstrate compliance with the TRPA land capability system and avoids potentially significant impacts to land coverage.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 1b. Will the proposal result in a change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

Standard of Significance. Changes in topographic features of the Project area that are inconsistent with the surrounding conditions results in a significant impact to topography or ground surface relief features.

Field evaluations identify no unique geologic or physical features within the Project area that could be destroyed, covered, or modified. Trenching and excavations will be necessary for stormwater and utility improvements; however, following installation, excavations would be filled and compacted and the Project area would be returned to prior grade and condition. The Project would not result in a change in the topography or ground surface relief features inconsistent with the natural surrounding conditions.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 1c. Will the proposal result in unstable soil conditions during or after completion of the proposal?

Standard of Significance. Significant impacts result from non-compliance with TRPA Code Chapters 30, 33, and 60, the 208 Plan, and the Lahontan Basin Plan (Chapter 5), which require the control of erosion on- and off-site and the stabilization of soils during and upon completion of excavation, grading, and fill activities.

Refer to the analysis for CEQA VIIb, which concludes the level of impact to soils would be less than significant and that unstable soil conditions would not occur as a result of Project construction and operations.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None**.

TRPA 1d. Will the proposal result in changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

Standard of Significance. TRPA Code Subsection 33.3.6 prohibits excavation in excess of five (5) feet in depth or where there exists a reasonable possibility of interference or interception of a water table except under defined and permitted conditions. If groundwater interception or interference would occur as demonstrated by a soils hydrologic report, excavations can be approved and significant impacts avoided through inclusion of facility measures to protect groundwater flows to avoid adverse impacts to SEZ vegetation, if any would be affected, and to prevent groundwater or subsurface water from leaving the Project area as surface flow.

Preliminary field evaluations identified no soil constraints that would preclude grading and construction activities. Construction of the Project would require little to no importation of fill materials, as the Project utilizes materials from cut areas within the Project area, with transportation of excess materials off-site to a TRPA-approved disposal site that would be identified during Project permitting.

TRPA prohibits excavations deeper than five (5) feet because of the potential for groundwater interception or interference, except under defined and permitted conditions. The Project avoids cuts that exceed five feet. Compliance with TRPA Code Subsection 33.3.6 reduces the potential impacts from excavations to a level of less than significant through conformance with codified regulations. A majority of the surface excavation/grading associated with the Project would be minor surface grading with general grading elevation changes of less than one (1) foot. Excavations would be associated with modifications to existing stormwater and utility systems and installation of new stormwater vaults and connection pipelines. Such excavations would be temporary open-cut/trenching and backfilled upon completion, with work localized to installation of underground drainage inlet sumps and maximum trench depths of 12 feet. Per TRPA Code this would be a potentially significant impact, requiring mitigation to avoid adverse impacts to soils and seasonal high groundwater resulting from excavation exceeding five feet bgs. To avoid potential Project impacts associated with necessary excavations, implementation of **Mitigation Measure LAND-1**, shall identify the extent of groundwater interception potentially posed during excavations necessary for stormwater treatment vault installation and if groundwater interception or interference would occur, as demonstrated by a soils/hydrologic report prepared by a qualified professional, then the excavation can be made as an exception pursuant to subparagraph 33.3.6.A.2, provided measures are included in the project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the project area as surface flow.

Environmental Analysis: **No, with Mitigation.**

Required Mitigation: **LAND-1: Complete TRPA Soils/Hydro Report and Incorporate Recommendations into Subsequent Project Engineering Designs -** *Excavations in excess of five feet in depth or where there exists a reasonable possibility of interference or interception of a water table shall be prohibited by TRPA Code Section 33.3.6.B, Excavations, unless TRPA finds that:*

1. A soils/hydrologic report prepared by a qualified professional, which proposed content and methodology has been reviewed and approved in advance by TRPA, demonstrates that no interference or interception of groundwater will occur as a result of the excavation;

2. The excavation is designed such that no damage occurs to mature trees, except where tree removal is allowed pursuant to subsection 33.6.5: Tree Removal, including root systems and hydrologic conditions of the soil. To ensure the protection of vegetation necessary for screening, a special vegetation protection report shall be prepared by a qualified professional identifying measures necessary to ensure damage will not occur as a result of the excavation; and

3. Excavated material is disposed of pursuant to subsection 33.3.4: Disposal of Materials, and the project area's natural topography is maintained pursuant to subparagraph 36.5.1.A. If groundwater interception or interference will occur as demonstrated by a soils/hydrologic report prepared by a qualified professional, then the excavation can be made as an exception pursuant to TRPA Code subparagraph 33.3.6.A.2, provided measures are included in the project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the project area as surface flow.

TRPA 1e. Will the proposal result in the continuation of or increase in wind or water erosion of soils, either on or off the site?

Standard of Significance. A significant impact occurs if the Project causes a continuation of or increase in wind erosion or water erosion of soils, either on- or off-site, creating non-compliance with TRPA Code Chapters 30, 33, and 60, the Lake Tahoe (208) Water Quality Management Plan, and the Lahontan Basin Plan (Chapter 5). These regulations require the control of erosion on- and off-site and the stabilization of soils during and upon completion of excavation, grading, and fill activities.

Refer to analysis for CEQA checklist item VIIb, which concludes that the Project would result in less-than-significant impact from erosion on-site or off-site.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None**.

TRPA 1f. Will the proposal result in changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

Standard of Significance. Actions that modify the channel of a river or stream or the bed of a lake could result in a significant impact.

The Project area is approximately 500 feet from the beaches of Lake Tahoe, located to the north of the SR 28 ROW, and does not comprise the shorezone. The Project area does not contain any lakes, streams, or rivers, and therefore, Project construction and operations would not result in modifications to the channel or a river or stream or the bed of a lake.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None**.

TRPA 1g. Will the proposal result in the exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

Standard of Significance. The location of facilities within an Alquist-Priolo Earthquake Fault Zone or known active fault zone or the location of facilities within areas of unstable soil without appropriate design features or construction controls constitutes a significant impact.

Refer to the analysis for CEQA VIIa, which concludes that the Project is not located within an Alquist-Priolo Earthquake Fault Zone or known active fault and would result in minimal to no exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None**.

10.0 GREENHOUSE GAS EMISSIONS

The Project has been analyzed for impacts associated with GHG emissions. GHGs include CO_2, CH_4, nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (California Health and Safety Code, Section 38505[g]). The most common GHGs that result from human activity are CO_2, followed by CH_4 and N_2O (USEPA 2020. **Table 18** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 18. Greenhouse Gas Emissions Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIIa)	☐	☐	☒	☐
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs? (CEQA VIIIb)	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Significantly alter climate, air movement, moisture, or temperature? (TRPA 2d)	☐	☐	☐	☒

10.1 CEQA Checklist Analysis

CEQA VIIIa. Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Standard of Significance. The PCAPCD proposed GHG thresholds in 2016 based on a review of existing GHG significance thresholds adopted by other air districts, PCAPCD historical CEQA review data, the statewide GHG emission reduction target and regulation requirement beyond 2020, and the special geographic features in Placer County. PCAPCD proposed using a Bright-line threshold of 10,000 MT CO_2e /yr and a De Minimis Level of 1,100 MT CO_2e /yr for land use construction and stationary source project's operational phases. (PCAPCD 2016). Placer County participated in the development of GHG thresholds for air districts in the Sacramento region, and the SMAQMD also recommends a De Minimis Level threshold of 1,100 MT CO_2e /yr.

The Project would temporarily generate GHG emissions from combustion of fossil fuels (e.g., diesel, gasoline) used to run construction equipment and vehicles, both on-site and off-site during construction over one summer construction season. The number of active construction days is estimated at 77 days. The GHG emissions would predominantly occur as CO_2 from diesel engine exhaust. Currently, no federal or state GHG emission thresholds have been adopted, and each public agency is encouraged to develop and publish thresholds of significant that the agency uses in the determination of significant of environmental

effects. The proposed PCAPCD threshold is intended to evaluate a project for consistency with GHG targets established by the California Global Warming Solutions Act of 2006 (AB 32), particularly for emissions occurring by 2020.

GHG emissions emitted from construction equipment and work vehicles were calculated using CalEEMod, Version 2016.3.2 utilizing Project-specific details. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for various user types to quantify potential criteria pollutants and emissions. The model (output contained in **Appendix D**) is designed to estimate construction emissions for construction projects and post-construction operations and allows for input of project-specific information. Input parameters were based on default model settings and information detailed in the Project description (such as specified construction phases, duration of equipment use, and construction season) in Section 1.10, Project Components. CalEEMod was utilized to calculate emissions of sulfur oxides (SOx), CH_4, and N_2O, in addition to emissions of CO_2, for determination of CO_2e. The approximate quantity of total GHG emissions generated by construction activities is shown in **Table 19**.

Table 19. Project Construction Greenhouse Gas Emissions – Carbon Dioxide Equivalent (Metric Tons per Year)

Construction Activities	Metric Tons of CO_2e
Project Construction GHG Emissions	42.2
PCAPCD Recommended Threshold	1,100
Exceed Threshold?	No

Source: PCAPCD 2016; Cardno modeling using CalEEMod, Version 2016.3.2 Appendix D

As shown in **Table 19**, Project construction would result in CO_2e emissions of approximately 42.2 metric tons over the single construction period based on the CalEEMod model output; therefore, Project construction emissions would not exceed the PCAPCD recommended significance threshold for construction-related GHG emissions and the level of potential impact would be less than significant.

Project-specific details were also identified for operational emissions, but following construction the Project would not alter emissions from pre-project conditions, and would likely decrease emissions due to expansion of alternative transportation options (multi-path improvements).

Table 20. Project Operational Greenhouse Gas Emissions – Carbon Dioxide Equivalent (Metric Tons per Year)

Operational Activities	Metric Tons of CO_2e
Project Operational GHG Emissions	4.1
PCAPCD Recommended Threshold	1,100
Exceed Threshold?	No

Source: PCAPCD 2016; Cardno modeling using CalEEMod, Version 2016.3.2 Appendix D

As shown in **Table 20**, Project operations would result in greenhouse gas emissions of approximately 4.1 metric tons of CO_2e per year, primarily based on maintenance, operations, and energy usage related to the facilities and landscaping. Land Use projects are not considered to be trip generators, and this project will not increase vehicular trips above existing conditions, but rather may reduce vehicular trips related to better pedestrian and bicycle access and circulation. Public restroom facilities, if installed, are not considered trip generators.

Both construction and operational Project GHG emissions (CO_2e MT/year) are less than the PCAPCD and SMAQMD recommended De Minimis threshold of 1,100 CO2e MT/year.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None**.

CEQA VIIIb. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

Standard of Significance. Currently, neither the TRPA nor TMPO maintains local or regional plans, policies, or regulations for the purpose of reducing the emissions of GHGs. Placer County is currently developing the PCSP, but this document is still in draft form. PCAPCD has published the CEQA Thresholds of Significance Justification Report with the goal to ensure new development mitigate its contribution of significant air quality impacts in an effort to assist the region in attaining the air quality standards and to not interfere with State efforts to reduce greenhouse gas emissions, as they relate to land use development (PCAPCD 2016). As mentioned above, the District considered the following factors when reassessing the CEQA significance thresholds for criteria pollutants:

- The current emission offset requirement required by the District's NSR rule.
- The regional goal to attain the federal and state ambient air quality standards.
- The historical CEQA projects reviewed by the District over the last thirteen years (2003-2015).
- The CEQA significance thresholds adopted by other air districts in the Sacramento Area.

Therefore, evaluation of this effect relies on general compliance with the 2008 CARB Scoping Plan strategies to achieve GHG emissions reduction goal as directed by AB 32.

As discussed under CEQA VIIIa, the threshold established by the SMAQMD and those recommended by PCAPCD are intended to evaluate a project for consistency with GHG targets established in AB 32. Project GHG emissions would be below the threshold; therefore, the Project would not conflict with AB 32, which is one of the primary regulations intended to reduce California's GHG emissions. In addition, Project operations would help to achieve the AB 32 goals, in part by redistributing existing vehicle trips and associated VMTs by expanding the public parking facility and providing additional connectivity to the Town Center and SR 28 commercial core with the Class 1 multi-use trail and commercial driveway connections. These Project components would support alternative mode of transportation that does not rely on the use of fossil fuels, and would contribute to TBAP transportation polices T-P-1 through T-P-3 to encourage use of non-auto modes of transportation, provide for sufficient capital improvements to meet the target for VMT and GHG reductions and to minimize the number of driveways and access-egress points to commercial businesses along SR 28 to reduce conflicts and barriers to active transportation safety and to improve traffic flow.

The TRPA RPU (TRPA 2012) also includes goals and policies intended to reduce GHG emissions, including the following:

- Goal 1, Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.
- Policy 1.3, Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.

- Policy AQ-1.3, Encourage the reduction of emissions from motor vehicles and other motorized machinery in the region.

TRPA's RTP (2017) includes similar provisions:

- Goal 1, Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.
- Policy 1.3, Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.

The TRPA RTP also indicates that the Tahoe region is required to meet GHG reduction targets of 7 percent by 2020 and 5 percent by 2035 based off 2005 emission levels. By facilitating improvements to the existing ATP system that will increase connectivity to the Tahoe City Town Center and surrounding areas, the Project would enhance opportunities for alternative, non-motorized transportation, such as bicycling and walking. Therefore, the Project would be consistent with TRPA plans and policies intended to reduce GHG emissions, and potential Project impacts relative to GHG reduction policies would be less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None**.

10.2 TRPA Checklist Analysis

TRPA 2d. Will the proposal significantly alter climate, air movement, moisture, or temperature?

Standard of Significance: A significant impact occurs if the Project CO_2 or methane emissions exceed 1,100 metric tons/year based on SMAQMD recommended De Minimis thresholds and/or the concentration of resultant tree removal changes habitat categorization.

As shown in **Table 19** and **Table 20**, Project construction would result in approximately 42.2 CO_2e MT/year, and Project operations would result in approximately 4.1 CO_2e MT/year. The removal of trees related to Project activities would be nominal, as discussed in CEQA IVa, and would not change the habitat categorization of the Project area.

GHG emissions would not exceed PCAPCD's or SMAQMD's recommended significance thresholds for construction or operations, as discussed in the analysis for CEQA VIIIa (**Table 19** and **Table 20**), and therefore, the level of potential impact to climate would be less than significant. Potential Project impacts to air movement, moisture or temperature would be less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

11.0 HAZARDS & HAZARDOUS MATERIALS (CEQA) AND RISK OF UPSET & HUMAN HEALTH (TRPA)

This section evaluates the Project's impacts associated with hazards, hazardous materials, and risk of upset during construction and operations. Impacts on public health from air emissions are discussed in Section 5.0. **Table 21** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 21. Hazards and Hazardous Materials Impacts and Risk of Upset and Human Health

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item - Hazards and Hazardous Materials				
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA IXa)	☐	☐	☒	☐
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA IXb)	☐	☒	☐	☐
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA IXc)	☐	☐	☒	☐
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA IXd)	☐	☒	☐	☐
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (CEQA IXe)	☐	☐	☐	☒
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA IXf)	☐	☐	☒	☐
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (CEQA IXg)	☐	☐	☒	☐

Will the Proposal:	Yes	No, With Mitigation	Data Insufficient	No
TRPA Environmental Checklist Item – Risk of Upset				
Involve a risk of explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA 10a)	☐	☒	☐	☐
Involve possible interference with an emergency evacuation plan? (TRPA 10b)	☐	☐	☐	☒
TRPA Environmental Checklist Item – Human Health				
Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)	☐	☐	☐	☒
Exposure of people to potential health hazards? (TRPA 17b)	☐	☒	☐	☐

11.1 CEQA Checklist Analysis – Hazards and Hazardous Materials

CEQA IXa. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Standard of Significance. Non-compliance with state and federal standards for transport and use of hazardous materials during construction of operation of the Project constitutes a significant impact. The Federal Hazardous Materials Transportation Act, California Health and Safety Code Division 20, and California Code of Regulations Titles 8 and 19 determine the regulatory standards.

The Health and Safety Element of the County's General Plan, includes industrial or other land use designations that allow the handling, use, or manufacture of hazardous materials. However, only relatively small quantities of hazardous materials and hazardous wastes are generated, stored, and transported in Tahoe City, California because of limited heavy industrial land uses and lack of major interstate trucking routes. Consequently, the Project area has a low risk of hazardous materials spills or incidents, as the significant portion of the Project area is located on disturbed land.

The Project would not result in increased density or the development of new land uses that would create the need for transportation, storage, use, and disposal of significant amounts of hazardous materials. The transportation, use, storage, and handling of minor amounts of hazardous materials would be anticipated with refueling or equipment cleaning activities during Project construction. Project construction would require limited use of potentially hazardous materials, such as fuel, paint, solvents, petroleum products, and asphalt concrete. Once constructed, the Project would not require the use of hazardous materials other than during periodic maintenance activities, such as repainting and restriping and asphalt repair.

The County will ensure that risk is maintained at less-than-significant levels by requiring the selected contractor to comply with federal, state, and local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials. The Project would not involve the transportation of explosives, inhalation hazards, or radioactive materials. The amount of hazardous materials necessary for the Project would not be substantial enough to create a significant hazard from routine transport, use, or disposal of hazardous materials during Project construction or maintenance.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA IXb. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Standard of Significance. Non-compliance with state and federal standards for transport and use of hazardous materials during construction of operation of the Project constitutes a significant impact. The Federal Hazardous Materials Transportation Act, California Health and Safety Code Division 20, and California Code of Regulations Titles 8 and 19 determine the regulatory standards. The County's General Plan sets forth the goals, policies, and implementation plans related to public safety and hazards associated with hazardous materials that are applicable to the Project. Lahontan Board Order No. R6T-2011-0101 also outlines requirements for storage and handling of hazardous substances for construction projects within the California portion of the Lake Tahoe Basin.

The Project area does not have naturally occurring hazardous materials such as radon gas, which is a radioactive gas that is found in some soil types but is often concentrated in granite and granitic soils. These types of soils are not prevalent within the Project area. Radon vapors occurring in building materials, within buildings, and through indoor water systems are considered hazardous if they are allowed to concentrate to levels at 4 pico-curies per liter of air. Although radon vapors are found in some soils, they typically only become hazardous when vapors are concentrated, such as in indoor settings, and are unable to disperse into the atmosphere. The Project creates no such environment.

Project design, implementation of compliance measures, and conformance to local, state, and federal regulations and permit programs would avoid and minimize hazards to the public or the environment involving the release of hazardous materials into the environment. Construction equipment that utilizes gasoline, diesel, and other hazardous substances in small quantities would be associated with the Project. Human exposure to construction materials containing hazardous materials or from hazardous material spills exists on most construction sites. The risk of exposure of people to construction-associated hazardous materials would be reduced to less-than-significant levels through the implementation of BMPs for safe handling and use, as detailed in Section 1.11, Compliance Measures. The County's contractor will be required to comply with all federal, state, and local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials.

An APE search radius of 2,000 feet from the centroid of the Project area was chosen in order to map the entire length of the Project area. There are five (5) sites identified in the general vicinity of the Project area's APE in the GeoTracker for Hazardous Materials database: four (4) are Leaking Underground Storage Tank (LUST) Cleanup Sites (all of which have been closed by the Lahontan Water Board, and one (1) is an active Cleanup Program Site (ie., Big Tree Cleaners; APN 094-080-010) where PCE was discovered in soil and groundwater samples in 1997. Refer to CEQA IXd for additional analysis.

Project construction would not involve soil disturbance on APN 094-080-010, as this parcel is not contained within the Project area, and Project operations would not result in the creation of health hazards. However, risk of release of a hazardous material, PCE, during construction is potentially significant due to the proximity of the Big Tree Cleaners remediation site. Implementation of **Mitigation Measure HAZ-1** would reduce impacts to a level of less than significant, because the presence of contamination would be identified, and PCE if encountered, would be removed prior to Project construction and disposed of at an appropriate site in accordance with applicable regulations.

Environmental Analysis: **Less than Significant with Mitigation**

Required Mitigation: **HAZ-1: Conduct Soil Testing for PCE Detection Prior to Construction Contracting** – *During geotechnical investigations conducted to inform subsequent engineering designs, soil samples shall be collected in the areas of maximum excavation depths and tested for the presence of PCE. Should PCE be detected above Lahontan Water Board maximum concentration levels (MCLs), contaminated soils shall be removed, disposed of per the specification of the Lahontan Water Board and TRPA. Should PCE be detected at levels below the Lahontan Water Board MCLs, the County shall disclose these detections and concentration levels during construction contracting and the construction contractor shall be required to have adequate Occupational Safety and Health Administration (OSHA) certifications and employ adequate personal protection equipment during construction.*

CEQA IXc. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Standard of Significance. The transport or use of hazardous materials within 0.25 mile of a school constitutes a significant impact if the Project includes no measures ensuring public health and safety.

The Project area is within 0.25 mile of Tahoe City Elementary School. The potential to emit hazardous emissions or need to handle acutely hazardous materials, substances, or waste would not persist following the construction period. Implementation of the Spill Control Plan, as detailed in Section 1.11, Compliance Measures, would ensure the protection of persons and property and safeguard the environment should spills occur during construction.

As discussed in the analyses for CEQA IXa, construction materials would be handled in accordance with applicable regulations intended to protect public health and safety, and potential impacts on schools would be less than significant.

Environmental Analysis: **Less than Significant Impac**t.

Required Mitigation: **None.**

CEQA IXd. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Standard of Significance. A project location on a site that is included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 creates a significant hazard to the public or the environment.

The Project does not propose to obtain areas of public ROW nor is structural demolition part of the planned construction activities. Excavation planned to occur in native soils would not exceed 12 feet in depth bgs. Depth and area for excavation is necessary for installation of stormwater improvements and only minor surface grading would occur in areas of existing impervious and paved surfaces. The likelihood of hazardous materials or hazardous waste to be within the Project area is low, based on data and information reviewed in October 2020 with results as follows:

- GeoTracker for Hazardous Materials (http://geotracker.waterboards.ca.gov/): There are five (5) sites identified in the general vicinity of the Project area in the GeoTracker, four (4) of which are LUST Cleanup Sites that have been closed by the Lahontan Water Board), and one (1) Cleanup Program Site associated with APN 094-080-010 (i.e., Big Tree Cleaners);
- California Department of Toxic Substances Control, Envirostor: There are no sites/facilities identified on the Hazardous Waste and Substances List (CORTESE) (http://www.envirostor.dtsc.ca.gov) (California Environmental Protection Agency 2020);

- There are no sites identified with waste constituents above hazardous waste levels outside the waste management list within, or directly adjacent to, the Project area. The list was downloaded and reviewed on October 26, 2020 (https://calepa.ca.gov/sitecleanup/corteselist/); and
- There are no Cease and Desist Orders and Cleanup and Abatement Orders within, or directly adjacent to, the Project area. List downloaded and reviewed on October 26, 2020 (https://calepa.ca.gov/sitecleanup/corteselist/).

The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, the analysis for CEQA IXb concludes the Project, because of the proximity of the Project area to an active PCE remediation site, would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In the event that undocumented hazardous materials are encountered in site soils or water during construction, the Project would comply with the requirements of County General Plan Policies 8.G.1 through 8.G.13 for hazardous materials. Implementation of **Mitigation Measure HAZ-1** would reduce impacts to a level of less than significant, because the presence of and level of contamination would be identified, and PCE if encountered, contaminated soils would be removed prior to Project construction and disposed of at an appropriate site in accordance with applicable regulations.

Environmental Analysis: **Less than Significant with Mitigation**

Required Mitigation: **HAZ-1: Conduct Soil Testing for PCE Prior to Construction Contracting**

CEQA IXe. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Standard of Significance. A significant impact results from non-compliance with an airport comprehensive land use plan or Federal Aviation Administration safety regulations.

The Project would not be located within an airport land use plan and the Project area is not within 2 miles of a public airport or public use airport. Because of the nature of the Project, which would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, the Project would not present a safety hazard for people residing or working in the Project area and would create no impact to human safety hazards in a designated airport influence areas.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA IXf. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Standard of Significance. If impediments to emergency response or evacuation routes occur or response times fall below emergency response plan standards because of Project construction or operations, a significant impact occurs.

Construction activities would not interfere with an emergency response plan or emergency evacuation plan. During Project construction, SR 28 and local County streets within the Project area would have temporary traffic controls in place for intermittent road shoulder or lane closures to accommodate construction activities, equipment, and crews; however, a minimum of one traffic lane would remain open to emergency vehicles and for evacuations. Construction activities would be conducted in compliance with the Project-specific Traffic Control Plan (refer to Section 1.11, Compliance Measures), which includes measures to

ensure safe emergency, business, bicycle, and pedestrian access to the Project area during construction, when necessary. The Traffic Control Plan will be reviewed by the North Tahoe Fire Protection District.

The Project would not result in increased density, and therefore would not adversely affect emergency response described in local, regional, and state emergency response and/or evacuation plans, including but not limited to the County's Emergency Operations Plan, County's Local Hazard Mitigation Plan or the North Tahoe Fire Protection District's planning process. Should Project construction require residential streets or public ROWs to be temporarily blocked for equipment access, traffic control would be required to allow for direction or detour of traffic and prioritization of emergency vehicles.

The Project design accommodates turning radius requirements for emergency response vehicles and would not result in inadequate emergency response access. There are no hospitals, fire, police, or sheriff stations located within the Project area, and the Project would comply with applicable codes for emergency vehicle access and reduce to the extent feasible the interaction between construction equipment and other vehicles, bicycles and pedestrians to result in less-than-significant impacts. The Project would have a temporary impact on traffic circulation during the single construction period. Project construction activities would conform to the Work Area Traffic Control Handbook (Watch Committee of Public Works Standards, Inc. 2016). A traffic control plan would be developed by the County's contractor and traffic controls would include varying lane and shoulder closures using standard signage, delineators, barricades, and flagger personnel. Section 1.11, Compliance Measures, provides more details about the Traffic Control Plan measures that would reduce potential traffic congestion during Project construction.

Wildland-urban interface areas are locations in which developed areas are adjacent to areas of natural vegetation capable of carrying a wildfire. In the event of wildfire or other significant community threat. The Project area would not result in a change to this interface. Emergency access for evacuation or fire-fighting equipment to the Project area would be accommodated during construction, if necessary, and Project operations would not preclude the use of the public parking facility for firefighting operations.

In summary, Project construction and operations would adequately maintain emergency access and would create a less-than-significant impact on emergency response or evacuation plans.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA IXg. Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Standard of Significance. Project exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands a creates significant impact.

The Project would not expose people or structures to a significant risk involving wildfires because the Project would not increase residential land-use densities or alter the wildland-urban interface. The Project would be constructed with existing development, comprised predominantly of compacted soils with ground cover or existing pavement and landscaping. The risk of starting a wildfire within the Project area is minimal because of the nature of the Project actions and location. The potential to expose people or structures to wildfires is considered less than significant because the North Tahoe Fire Protection District serves the Project area and vicinity, and a network of federal, state, and local agencies has been established to respond to fires, natural disasters, and emergencies.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

11.2 TRPA Checklist Analysis – Risk of Upset

TRPA 10a. Will the proposal involve a risk of explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

Standard of Significance. Non-compliance with local, state, and federal standards for transport and use of hazardous materials during construction or operation of the Project constitutes a significant impact.

Refer to the analysis for CEQA IXb and IXd, which conclude that the Project would have the potential to result in the release of a hazardous substance, PCE. Implementation of **Mitigation Measure HAZ-1** would reduce impacts to a level of less than significant, because the presence of contamination would be identified, and PCE if encountered, would be removed and disposed of at an appropriate site in accordance with applicable regulations.

Environmental Analysis: **No, with Mitigation.**

Required Mitigation: **HAZ-1: Conduct Soil Testing for PCE Prior to Construction Contracting.**

TRPA 10b. Involve possible interference with an emergency evacuation plan?

Standard of Significance. If impediments to emergency response or evacuation routes occur or response times fall below emergency agency standards because of Project construction or operations, a significant impact occurs.

Refer to the analysis for CEQA IXf, which concludes that the Project would have a less-than-significant impact on emergency response or evacuation plans.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

11.3 TRPA Checklist Analysis – Human Health

TRPA 17a. Will the proposal result in creation of any health hazard or potential health hazard (excluding mental health)?

Standard of Significance. Non-compliance with state and federal standards for transport and use of hazardous materials during construction or operation of the Project constitutes a significant impact. The Federal Hazardous Materials Transportation Act, California Health and Safety Code Division 20, and California Code of Regulations Titles 8 and 19 determine the regulatory standards.

Refer to the analysis for CEQA IXa, which concludes that the Project would not involve the transportation of explosives, inhalation hazards, or radioactive materials. The amount of hazardous materials necessary for the Project would not be substantial enough to create a significant hazard from routine transport, use, or disposal of hazardous materials during Project construction or maintenance.

Environmental Analysis: **No, Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 17b. Will the proposal result in exposure of people to potential health hazards?

Standard of Significance. Non-compliance with state and federal handling and disposal regulations and procedures during construction or operation of the Project constitutes a significant impact. The Federal Hazardous Materials Transportation Act, California Health and Safety Code Division 20, and California Code of Regulations Titles 8 and 19 determine the regulatory standards.

Refer to the analysis for CEQA IXb and IXd, which conclude that the Project would have the potential to result in the release of a hazardous substance, PCE. Implementation of **Mitigation Measure HAZ-1** would reduce impacts to a level of less than significant, because the presence of contamination would be identified, and PCE if encountered, would be removed prior to Project construction and disposed of at an appropriate site in accordance with applicable regulations.

Environmental Analysis: **No, with Mitigation.**

Required Mitigation: **HAZ-1: Conduct Soil Testing for PCE Prior to Construction Contracting**

12.0 HYDROLOGY & WATER QUALITY

This section evaluates the Project's impacts on surface and groundwater hydrology and water quality during construction and operations. **Table 22** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 22. Hydrology and Water Quality Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Violate any water quality standards or waste discharge requirements? (CEQA Xa)	☐	☐	☒	☐
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (CEQA Xb)	☐	☐	☒	☐
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would (CEQA Xc):				
i) result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
Result in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation? (CEQA Xd)	☐	☐	☐	☒
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (CEQA Xe)	☐	☐	☐	☒
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Changes in currents, or the course or direction of water movements? (TRPA 3a)	☐	☐	☐	☒

Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? (TRPA 3b)	☐	☐	☐	☒
Alterations to the course or flow of 100-yearflood waters? (TRPA 3c)	☐	☐	☐	☒
Change in the amount of surface water in any water body? (TRPA 3d)	☐	☐	☐	☒
Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)	☐	☐	☐	☒
Alteration of the direction or rate of flow of ground water? (TRPA 3f)	☐	☐	☐	☒
Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)	☐	☒	☐	☐
Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)	☐	☐	☐	☒
Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i)	☐	☐	☐	☒
The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)	☐	☒	☐	☐
Is the project located within 600 feet of a drinking water source? (TRPA 3k)	☐	☐	☐	☒

12.1 CEQA Checklist Analysis

CEQA Xa. Would the Project violate any water quality standards or waste discharge requirements?

Standard of Significance. Failure to implement effective, reasonable and appropriate measures to protect water quality and/or non-compliance with Water Quality Objectives (WQOs), waste discharge requirements, or Board Orders No. R6T-2017-0010 (Tahoe Stormwater Permit/County's Municipal Stormwater Discharge Permit) or R6T-2016-0010 (Tahoe General Construction Permit) constitutes a significant impact to surface water quality and beneficial uses. Additionally, TRPA Code Chapters 33 and 60, Lake Tahoe (208) Water Quality Management Plan, and the Lahontan Basin Plan Chapter 5 disclose the applicable codified regulations and narrative and quantitative WQOs.

Site disturbance, stormwater runoff, erosion, and sedimentation during construction activities can pose direct and indirect short-term impacts to surface water quality and beneficial uses within and downstream of the Project area. During construction, ground-disturbing activities could expose soils to potential mobilization by rainfall/runoff and wind through activities such as vegetation removal, grading, and road asphalt removal. Non-sediment-related pollutants that are also of concern during construction include waste construction materials, chemicals, and petroleum products. Concentrated runoff from modified impervious surfaces and disturbed slopes could occur from long-term operations of the Project. Indirect impacts of atmospheric deposition of particulates could occur if disturbed areas are not revegetated or significant increased VMT occur.

The Project area contains no water bodies or stream channels. Surface runoff within the Project area typically sheet flows and infiltrates within unpaved areas or is captured and conveyed to existing County area-wide stormwater system. Non-point sources of stormwater runoff from existing recreation, public service, and commercial developments that include lawns and landscaping, driveways, parking lots and access roadways that comingle with surface runoff from forested uplands are known to be the primary influences on surface water quality (TRPA 2016). This analysis evaluates potential impacts in the context of the design features, construction controls, BMPs, and water quality RPMs (i.e., Section 1.11, Compliance Measures) that have been built into the Project proposal. These measures, incorporated into the Project proposal during planning and design, are intended to avoid, reduce, and minimize potential effects to surface water quality and beneficial uses. These Project components address direct and indirect, short-term, and long-term effects to surface water quality and beneficial uses from construction runoff, urban runoff, and atmospheric deposition within the Project area.

Short-term Construction Impacts. Construction of the Project would involve land disturbance activities, such as vegetation removal, excavation and backfill, soil compaction, and stockpiling of soils. Short-term impacts to surface water quality and beneficial uses could result if precipitation events occur simultaneously with construction activities. Disturbed and compacted soils could alter contribute runoff rates and subsequently increase peak and total runoff volumes from the Project area. However, containment of soil erosion and runoff on-site during construction would protect the down-gradient drainage surface water quality and beneficial uses. A small potential for accidental petroleum releases from motorized equipment exists during construction activities, which could result in temporary effects to water quality.

The Project would not be constructed through any waterways or wetlands and would not result in direct impacts to surface water quality standards or waste discharge requirements. Source control and erosion and sediment control BMPs would be identified in the site-specific SWPPP, which would be installed and maintained throughout the construction period. Following construction excavation and trenching, disturbed areas would be returned to existing grade and covered and/or revegetated to minimize the potential for erosion from wind and surface water.

The Project would comply with conditions for permit coverage under Board Order No. R6T-2016-0010, the Tahoe Construction General Permit. During the final stages of construction plan development, the County and its contractors will prepare details and specifications that make up the TRPA ESCP and NPDES SWPPP requirements. These plans address construction-related disturbance to minimize, control and infiltrate runoff. At a minimum, implementation of the ESCP and SWPPP would prevent debris, soil, silt, sand, rubbish, cement or concrete or washings thereof, oil or petroleum products or other organic or earthen material from Project construction from entering into receiving waters or their tributaries and adjacent wetlands. The SWPPP outline erosion control measures to be taken as well as structural BMPs to control and prevent to the maximum extent practicable the discharge of pollutants to surface waters and groundwater. The SWPPP includes a plan for responding to and managing accidental spills during construction (i.e., Spill Control Plan) as well as overall management of construction such as designating areas for material storage, equipment fueling, concrete washout, and stockpiles. The County would file the permit registration documents prior to ground-disturbing activities and its contractor would install construction-related temporary BMPs according to the California Stormwater Quality Association (CASQA) and TRPA BMP handbooks.

This evaluation concludes that the Project would adequately avoid and minimize the potential for direct and indirect water quality degradation during construction through implementation of the water quality and soil RPMs detailed in Section 1.11, Compliance Measures. Conformance with existing regulations and Project permitting conditions would reduce direct and indirect short-term potential impacts to surface water quality and beneficial uses during the construction period to a level of less than significant.

Long-term Operation Impacts. The Project would install new stormwater facilities in the expanded public parking facility that connect to the area-wide stormwater system, and as a result the Project would not increase long-term potential for runoff containing hydrocarbons, heavy metals, and other chemicals or toxins associated with motorized vehicles and exhaust. To reduce potential long-term impacts to surface water quality from operations and maintenance actions, the Project would implement post-construction stormwater management in accordance with permit R6T-2016-0010 requirements for Lahontan Notice of Termination conformance and installation of permanent BMPs. Post-Project BMP effectiveness and stormwater monitoring would be addressed through the County's on-going operations and maintenance program for public facilities.

The Project includes strategies for revegetation and landscaping based on the type and location of disturbance with goals of reestablishment of native hydrology and vegetation communities. The Project would install landscaping that does not necessitate long-term irrigation or fertilizer use. Revegetation strategies would include the use of native plants and materials.

The Project would contribute toward attainment of TRPA water quality thresholds and Lahontan's WQOs for specific water bodies and general hydrologic areas. The Project provides for an incremental step in meeting the basin-wide water quality thresholds through implementation of a TRPA EIP project number 03.02.01.0041 and would install essential public transportation linkage identified in the TRPA RTP and EIP. Given that the Project would connect to the area-wide stormwater treatment system and improve connectivity to the Tahoe City Town Center and regional bicycle and pedestrian system, long-term operational impacts water quality are anticipated to be beneficial. The stormwater infrastructure would serve to convey and treat additional stormwater runoff volumes captured from the Project area, removing pollutants and specifically removing fine sediments. Additionally, positive indirect effects to water quality typically result from increased utility and connectivity for bicyclist and pedestrians and redistribution of existing vehicle trips and associated air quality emissions.

The direct and indirect, long-term impacts to surface water quality and beneficial uses from operations and maintenance of the Project would be less than significant based on the potential benefits to the Tahoe City Town Center and the Project's contributions toward attainment of TRPA thresholds.

Atmospheric Deposition. Atmospheric sources can contribute to surface water quality degradation, as more than half of the nitrogen loading in Lake Tahoe is delivered by air (TRPA and Nevada Department of Environmental Protection 2008). Several sources of airborne pollutants include motorized vehicles, dust and particulates from unvegetated slopes, and pulverized road salts and abrasives. Fugitive dust generated during Project construction could increase ambient fine particulate concentrations. Fine particulate emissions can be deposited directly in surface waters or can be transported by runoff to surface waters.

The Project includes the development and implementation of a Fugitive Dust Control Plan (refer to Section 1.11, Compliance Measures) for the control of dust during construction activities. The Project minimizes long-term, potential impacts to surface water quality and atmospheric deposition through revegetation of disturbed areas and installation of stormwater filtration vaults.

The Project offers an alternative to use of private automobiles for travel to commercial and recreation areas in the Tahoe City Town Center. Section 19.0, Transportation and Traffic and Circulation, discusses VMT, and after Project construction no measurable change related to emissions would be expected. Revegetation of disturbed areas to cover bare soils, stabilize slopes, and reduce sediment sources and proper management and maintenance to identify areas of pavement and Class 1 multi-use trail repair and additional slope stabilization and revegetation further minimize long-term, potential impacts to surface water quality and beneficial uses from atmospheric deposition.

Anti-Degradation Policy. The state anti-degradation policy (Resolution No. 68-16) is incorporated into regional water quality control plans, including the Lahontan Basin Plan. The policy applies to high-quality waters only (e.g., Lake Tahoe and tributaries) and requires that existing high quality be maintained to the maximum extent possible. The Project would implement reasonable and appropriate measures for the protection of surface water quality and beneficial uses and complies with conditions set forth in Board Orders No. R6T-2017-0010 and R6T-2016-0010. Based on the stated evaluation criteria for determination of significant impacts to surface water quality and beneficial uses, the Project would maintain beneficial uses and protect surface water quality through the Project design and implementation of Project-specific compliance measures for conformance with federal, regional, state, and County codified regulations.

The Project as proposed would not purposefully discharge any waste that would degrade water quality and the potential for impacting water quality would be reduced to a level of less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA Xb. Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Standard of Significance. A significant impact results if the Project installs improvements that intercept groundwater or otherwise cause substantial changes in existing groundwater quality, quantity, elevations, or movement; requires excavations greater than 5 feet that will intercept groundwater; or fails to comply with Lahontan Water Board requirements for disposal of groundwater during construction, as outlined in TRPA Code Chapters 33 and 60, Lahontan Basin Plan Chapter 5.7, and Lahontan Board Order No. R6T-2016-0010 (Tahoe General Construction Permit).

The Project would not affect groundwater quantity. The Project would not increase impervious surface area to the extent that groundwater recharge would be significantly altered and would not extract groundwater. The Project would cause no permanent change in the quantity of groundwater, either through direct addition or withdrawal, and thus poses no effects to local groundwater table levels. Project operations would pose no impacts to the existing available public water supply. The Project would accommodate groundwater infiltration of surface runoff along the length of the Class 1 shared-use trail alignment. Infiltration of surface water to groundwater would occur in close proximity to its origin and along the landscaped buffer or would be captured, conveyed, and infiltrated by the stormwater treatment infrastructure that is proposed. Surface runoff from the public parking facility would be captured conveyed and treated prior to discharge into the area-wide stormwater system and eventually infiltrate to land within the Placer County Tahoe City wetlands basin, a water quality treatment area.

Implementation of water quality and soil RPMs, detailed in Section 1.11, would ensure compliance with Lahontan Water Board requirements for dewatering of groundwater during construction, if necessary, as outlined in Lahontan Basin Plan Chapter 5.7 and Lahontan Board Order No R6T-2016-0010. Depending on final engineering design, the Project would submit a dewatering plan as part of the SWPPP for NPDES construction permitting. Dewatering plans would identify actions to be taken should unexpected groundwater interception occur during construction. Proper planning and implementation of the dewatering plan minimizes the risk of discharge of contaminants to groundwater or alteration of groundwater movement during construction.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA Xc. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner, which would (i) result in substantial erosion or siltation on- or off-site, (ii) increase the rate or amount of surface runoff such that flooding would result on- or off-site, (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or (iv) impede or redirect flood flows?

Standard of Significance. A significant impact occurs if Project construction or operations substantially alter an existing watercourse alignment or capacities or increases in runoff occur such that flooding results because the 20-year, 1-hour storm volume cannot be captured by existing or proposed stormwater drainage facilities. Creation of or contribution of polluted runoff that exceed the capacity of existing or planned stormwater drainage systems constitutes a significant impact. If the Project places structures that impede or redirect 100-year flood flows or exposes people or structures to a significant risk of loss, injury or death involving flooding, a significant impact results.

Drainage Patterns. The Project improvements would primarily operate at or below ground surface and would not influence or cause any flooding events. The Project would implement stormwater improvements that improve drainage in the Project area, and therefore, the Project would not alter hydrological conditions that would increase site inundation or debris flow risk over that which currently exists within the Project area. Risk of dam failure is not applicable to the Project area because no dams or levees are present or proposed. The Project area is not located within a FEMA Special Flood Hazard Area (FEMA 2020), and the Project would create no new significant risk or loss, injury or death involving flooding.

The Project would not result in new impervious surfaces that would significantly impact existing drainage patterns. The Project would implement stormwater improvements that would adequately capture and convey drainage within the Project area, Temporary disturbance would not result in a degradation of function or value of any surface water bodies. Project construction would not take place in a stream channel and would, therefore, not result in impacts to streambed characteristics or downstream properties.

Temporary BMPs identified in the site-specific SWPPP will contain runoff within the Project area during precipitation events occurring during the construction period. The final Project design will include source control for runoff from impervious surfaces, which would ensure that long-term operation of the Class 1 multi-use trail and public parking facility does not alter surface water drainage patterns or increase runoff rates or volumes that would result in flooding or exceed the capacity of existing or planned stormwater drainage systems.

Erosion or Siltation. To conform to TRPA codified regulations set forth in Code Chapter 60, the 20-year, 1-hour storm runoff volume must be contained and infiltrated within the Project area so that existing drainage patterns do not substantially change and result in erosion or siltation on- or off-site. The Project drainage design would direct surface flow to the edges of trails and infiltrate runoff into the landscaped buffer that functions as source control so that existing drainage patterns would not substantially change and result in erosion or siltation on- or off-site. The Engineering Plan Set (**Appendix A**) identifies areas requiring cross drainage of surface runoff. Properly sized and located (or relocated) drop inlets installed at appropriate grade would collect cross drainage such that Project improvements would not contribute to substantial erosion or siltation on- or off-site.

The Project would not alter watercourse alignments or direction of water movements, as no surface water bodies are mapped within the Project area. Stormwater improvements would be beneficial to site drainage and would reduce the amount of sediment with potential to be carried off-site. The Project would implement stormwater design features that would allow for adequate capture and treatment of stormwater on-site, reducing erosion and siltation potential and alleviating localized flood risk. The level of potential impact to drainage patterns would be reduced to less than significant through the Project design.

Flooding. FEMA Flood Insurance Rate Maps consulted indicate no FEMA 100-year flood hazard areas present within the Project area. Furthermore, Project improvements would be primarily installed at or below grade and would not impede or redirect flood waters, should flooding occur. The analysis identifies no potential changes to the 100-year floodplain storage capacity, flow routes, or boundaries, and no adverse effects to neighboring properties or structures. The Project area is not located within a FEMA Special Flood Hazard Area, and the Project would create no new significant risk or loss, injury or death involving flooding.

Existing or Planned Stormwater Drainage Systems. The Project would not increase impervious land coverage to the extent that runoff volume associated with a 20-year, 1-hour storm would be significantly altered by Project improvements. Following construction, the Project stormwater improvements would connect to the area-wide stormwater system to improve capture, conveyance, and treatment of stormwater runoff, and potential impacts to system capacities would be reduced to a level of less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA Xd. Would the Project create flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation?

Standard of Significance. An increase in risk of inundation by seiche, tsunami, or mudflow as a result of Project installation constitutes a significant impact.

The potential exists of a seiche developing in Lake Tahoe that could pose a hazard to areas located in close proximity or sited at a similar elevation to the lakeshore. The Project, however, does not propose development, infrastructure, or land use changes that would increase the density of existing development. Additionally, the Project would not increase this general hazard or increase the number of people that could be affected by a seiche, and the existing topography of the Project area would not accommodate mudflows. The Project's inland and low-gradient location negates the risk of a seiche, tsunami, or mudflow. The Project would not create any housing or other structures and would not expose people or structures to impacts from inundation by seiche, tsunami, or mudflow. The Project improvements would operate primarily at or below ground surface, and Project operations would create additional risk of inundation by seiche, tsunami, or release of pollutants due to inundation.

Environmental Analysis: **No Impact**.

Required Mitigation: **None.**

CEQA Xe. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Standard of Significance. Noncompliance with the policies of the Lahontan Basin Plan and TRPA RPU, criteria and conditions of Board Order R6T-2016-0010 and Board Order R6T-2017-0010, and recommendations of the TCPUD Urban Water Management Plan constitute a significant impact.

The Project would not violate narrative or numeric water quality standards or degrade water quality or beneficial uses during construction or operation and would not interfere with execution of the Lahontan Basin Plan or TRPA RPU. Refer to Section 1.11, Compliance Measures, which specifies the RPMs that would be implemented to avoid and minimize potential temporary impacts to soil and water quality during construction. In addition to direct benefits from stormwater improvements, operation of the Project would indirectly benefit water quality through redistribution of VMT and associated air quality emissions.

TCPUD completed a Water Master Plan Update in April 2002 that serves as the primary guidance document for managing TCPUD's water systems, including groundwater supplies. The California legislature passed the Sustainable Groundwater Management Act in 2014 creating a statewide framework for groundwater regulation in California. The 2015 Urban Water Management Plan (TCPUD 2015) describes the North Lahontan Hydrologic Basin, which contains all of TCPUD's groundwater wells, and groundwater management, including over draft protections. As reported in this plan the long term average of static groundwater levels in TCPUD wells have been relatively stable.

The Project would install transportation and stormwater improvements, would not involve the extraction or injection of groundwater, and would not conflict with groundwater management described in the 2015 Urban Water Management Plan. Project operations would not conflict with or obstruct the implementation of the Lahontan Basin Plan, TRPA RPU or sustainable management of the groundwater. Through implementation of water quality and soil RPMs described in Section 1.11, Compliance Measures, potential temporary impacts to surface water and groundwater quality would be reduced to a level of less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

12.2 TRPA Checklist Analysis

TRPA 3a. Will the proposal result in changes in currents, or the course or direction of water movements?

Standard of Significance. Chapter 63 of the TRPA Code of Ordinances requires the protection of fish resources and limits modifications of streams. Additionally, the CDFW requires lake and streambed alteration agreements for projects that propose potential changes to stream course or direction of water movement.

Refer to analysis for CEQA Xc, which concludes that the level of impact to existing drainage patterns of the Project area would be less than significant. There are no surface water bodies located within the Project area. Therefore, the Project would not result in a significant impact to currents or the course of direction of water movements.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 3b. Will the proposal result in changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

Standard of Significance. A significant impact to surface water occurs if the Project results in increases in runoff from disturbed area because of compaction, vegetation removal, and impervious surfaces such that the 20-year, 1-hour storm volume cannot be captured by existing or proposed stormwater drainage systems, as defined by TRPA Code Chapter 60. Code Subsection 60.4.6 requires infiltration facilities to discharge runoff to groundwater except as provided in Subsection 60.4.8, which allows for approval of alternative BMPs to meet water quality standards under special circumstances that includes bike trails.

Refer to analysis for CEQA Xc, which concludes that the level of impact to existing drainage patterns and the rate and amount of runoff from the Project area to existing or planned stormwater drainage systems would be reduced to a level of less than significant by the Project design.

The Project would not significantly increase impervious surfaces (e.g., land coverage) in the 783-acre Tahoe State Park watershed, and therefore, would not reduce infiltration of surface runoff from a 20-year, 1-hour storm event such that this volume could not be contained on-site. BMPs would be implemented during construction for source control and to maintain absorption rates, drainage patterns, and the rate and amount of surface runoff so that approximately 1-inch per hour would be contained on-site.

The Project would not alter the adsorption rates within the Project area, nor would the Project improvements significantly increase surface runoff. Drainage analysis has been performed and incorporated into the Project design (**Appendix A**) to ensure that Project improvements would not alter absorption rates, drainage patterns, or the rate and amount of surface water runoff and has designed and sized stormwater improvements to capture, convey and treat the 20-year, 1-hour storm volume on-site. Implementation of the Project would not significantly impact the area-wide stormwater system's capacity to contain the 20-year, 1-hour storm event, and Project impacts would be less than significant.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 3c. Will the proposal result in alterations to the course or flow of 100-year flood waters?

Standard of Significance. Alteration to the course or flow of 100-year flood waters constitutes a significant impact.

Refer to analysis for CEQA Xc, which concludes Project improvements would not impede or redirect 100-year floodwaters. The Project area is not located in a FEMA Special Flood Hazard Area.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 3d. Will the proposal result in change in the amount of surface water in any waterbody?

Standard of Significance. If the Project results in a change in the amount of surface water in a water body, a significant impact results as defined by TRPA Code Chapter 60.

Refer to the analysis for CEQA Xc, which concludes that the Project would not result in a significant change in drainage patterns or the amount of surface water in any waterbody.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 3e. Will the proposal result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

Standard of Significance. Failure to implement effective, reasonable and appropriate measures to protect water quality and non-compliance with WQOs, waste discharge requirements or Board Order No R6T-2011-0019 or R6T-2011-0101 result in a significant impact to surface water quality and beneficial use.

Refer to analyses for CEQA Xa and Xe, which conclude that potential Project impacts to surface water quality and beneficial uses would be less than significant. Construction and operation of the Project would not cause alteration to surface water quality nor contribute toward non-attainment of TRPA thresholds and would not conflict with or obstruct implementation of the Lahontan Basin Plan, TRPA RPU, or a sustainable groundwater management plan.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 3f. Will the proposal result in the alteration of the direction or rate of flow of groundwater?

Standard of Significance. A significant impact results if the Project installs improvements that intercept groundwater or otherwise cause substantial changes in existing groundwater quality, quantity, elevations, or movement or fails to comply with Lahontan Water Board requirements for disposal of groundwater during construction, as outlined in TRPA Code Chapters 33 and 60, Lahontan Basin Plan Chapter 5.7, and Lahontan Board Order No. R6T-2017-0010 (Tahoe General Construction Permit).

Refer to analysis for CEQA Xb, which concludes that the level of impact to groundwater movement would be less than significant after Project construction.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 3g. Will the proposal result in change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

Standard of Significance. A significant impact results if the Project requires excavations greater than 5 feet that would intercept groundwater and cannot make findings pursuant to TRPA Code subparagraph 33.3.6.A.2 or fails to comply with Lahontan Water Board requirements for disposal of groundwater during construction, as outlined in TRPA Code Chapter 33, Lahontan Basin Plan Chapter 5.7, and Lahontan Board Order No. R6T-2017-0010 (Tahoe General Construction Permit).

Refer to analysis for CEQA Xb, which concludes that the level of impact to groundwater quantity would be less than significant. The Project would not result in a change in the quantity of groundwater, either through direct additions or withdrawals. However, interception of an aquifer by excavation would occur during installation of stormwater vaults, which require excavation to depths of 12-feet bgs. Per TRPA Code this would be a potentially significant impact, requiring mitigation to avoid adverse impacts to soils and seasonal high groundwater resulting from excavation exceeding 5 feet bgs. To avoid potential Project impacts associated with necessary excavations, implementation of **Mitigation Measure LAND-1**, shall occur. This measure would identify the extent of groundwater interception potentially posed during excavations necessary for stormwater treatment vault installation. If groundwater interception or interference would occur, as demonstrated by a soils/hydrologic report prepared by a qualified professional, then the excavation can be an exception pursuant to subparagraph 33.3.6.A.2, provided measures are included in the Project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the Project area as surface flow.

Environmental Analysis: **No, with Mitigation.**

Required Mitigation: **LAND-1: Complete TRPA Soils/Hydro Report and Incorporate Recommendations into Subsequent Project Engineering Designs.**

TRPA 3h. Will the proposal result in substantial reduction in the amount of water otherwise available for public water supplies?

Standard of Significance. If the Project creates a demand that exceeds available water supplies, a significant impact to source water occurs as defined in TRPA Code Chapter 60.

Project construction would require minor amounts of water for dust suppression and would not substantially reduce public water supplies. Areas disturbed during construction would be revegetated with native plants that require minimal to no irrigation for establishment. As supported by the analyses for the TRPA RTP and ATP, implementation of transportation projects is not anticipated to change the amount of surface water in any body of water in the Lake Tahoe Basin or reduce the amount of water available for public water supplies. The optional public restroom facility would be serviced by existing the existing TCPUD water and sewer systems. Construction activities may require application of water to for fugitive dust control, yet would occur in phases over the construction season and this temporary demand would not exceed the maximum permitted capacity of service providers.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 3i. Will the proposal result in exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

Standard of Significance. An increase in risk of inundation by seiche, tsunami, or mudflow as a result of Project installation constitutes a significant impact.

Refer to the analysis for CEQA Xd, which concludes that Project operations would not create additional risk of inundation by seiche, tsunami, or mudflow, because the Project improvements would primarily operate at or below ground surface.

The Project's inland location and elevation negates the risk of a seiche, tsunami, or mudflow. The Project would not create new housing or alter population densities, and thus would not expose people or structures to impacts from inundation by seiche, tsunami, or mudflow.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 3j. Will the proposal result in the potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

Standard of Significance. A significant impact results if the Project installs improvements that intercept groundwater or otherwise cause substantial changes in existing groundwater quality, quantity, elevations, or movement; requires excavations greater than 5 feet that would intercept groundwater; or fails to comply with Lahontan Water Board requirements for disposal of groundwater during construction, as outlined in TRPA Code Chapters 33 and 60, Lahontan Basin Plan Chapter 5.7, and Lahontan Board Order No. R6T-2017-0010 (Tahoe General Construction Permit).

Refer to the analysis for CEQA Xb, which concludes that the Project's level of impact to groundwater quality would be less than significant. The Project would implement a site-specific SWPPP, inclusive of a dewatering and discharge plan, throughout Project construction, reducing the potential of discharge of contaminants to groundwater during construction. However, excavations that are necessary for stormwater vault installation may intercept seasonal high groundwater during installation of stormwater vaults, which require excavation to depths of 12-feet bgs. Per TRPA Code this would be a potentially significant impact, requiring mitigation to avoid adverse impacts to soils and seasonal high groundwater resulting from excavation exceeding 5 feet bgs. To avoid potential Project impacts associated with necessary excavations, implementation of **Mitigation Measure LAND-1** shall be required. This measure would identify the extent of groundwater interception potentially posed during excavations necessary for stormwater treatment vault installation. If groundwater interception or interference would occur, as demonstrated by a soils/hydrologic

report prepared by a qualified professional, then the excavation can be an exception pursuant to subparagraph 33.3.6.A.2, provided measures are included in the Project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the Project area as surface flow.

Environmental Analysis: **No, with Mitigation.**

Required Mitigation: **LAND-1: Complete TRPA Soils/Hydro Report and Incorporate Recommendations into Subsequent Project Engineering Designs.**

TRPA 3k. Will the proposal be located within 600 feet of a drinking water source?

Standard of Significance. A contaminating land use located within 600 feet of a drinking water source identified on TRPA Source Water Assessment Maps constitutes a significant impact as defined by TRPA Code Section 60.3.

The Project area is not located within 600 feet of a drinking water source identified on TRPA Source Water Assessment Maps. The closest source water identified on TRPA assessment maps is located at the northern boundary of the Tahoe City Golf Course parcel and is 0.27 mile from the Project area boundary.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

13.0 LAND USE & PLANNING

This section evaluates the Project's impacts on land use and planning during construction and operations. **Table 23** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 23. Land Use and Planning Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Physically divide an established community? (CEQA XIa)	☐	☐	☒	☐
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? (CEQA XIb)	☐	☐	☐	☒
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)	☐	☐	☐	☒
Expand or intensify an existing non-conforming use? (TRPA 8b)	☐	☐	☐	☒

13.1 CEQA Checklist Analysis

CEQA XIa. Would the Project physically divide an established community?

Standard of Significance. A significant impact results if the Project installs a structural impediment to vehicle or pedestrian movement in the community. The TRPA RPU, Code and TBAP, and County General Plan determine this level of impact significance.

The Project area is located in Tahoe City, California in Placer County and comprises a portion of the TBAP. The Project would implement a suite of improvements that would not physical divide the established community, but instead improve connectivity to the Tahoe City Town Center and SR 28 commercial corridor. The Project would improve access and mobility for local residents and visitors by providing a Class 1 multi-use trail for cyclists and pedestrians, improving pedestrian and bicycle connectivity within the community. This linear trail and the public parking facility expansion would not be of a size or use that would physically divide the community, and the Project impacts to the established community would be less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA XIb. Would the Project 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?

Standard of Significance. A significant impact results from non-compliance of the Project with land use plans, goals, policies, regulations or provisions as established by the TRPA RPU and Code Chapters 21 and 20, TBAP and County General Plan.

Land use regulation by TRPA is guided by the RPU and Code. With adoption of the RPU in 2012, local governments were encouraged to adopt Area Plans to supersede the older plans for specific geographic area. The adopted land use plan for the Project area is the TBAP (Placer County and TRPA 2016), which was found to conform to the RPU and provide for TRPA threshold gain. The Project would implement a mobility alternative and community preference, as identified in the TCMP.

The TBAP conforms to the RPU conceptual land use map and the County General Plan land use diagram and conforms to the applicable policies and regulations to avoid or mitigate an environmental effect. Because the Project would implement land uses established in the TBAP, the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project.

The Project would comply with land use plans, goals, policies, regulations or provisions and Project operations would result in a less-than-significant impact relative to development patterns, land use and existing policies and regulations.

Environmental Analysis: **No Impact**.

Required Mitigation: **None.**

13.2 TRPA Checklist Analysis

TRPA 8a. Will the proposal include uses which are not listed as permissible in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

Standard of Significance. A significant impact results from inconsistency with permissible land uses established in the TBAP.

The Project proposed water and sewer connections to existing TCPUD mains and electrical power connections to existing Liberty Utility transmission lines that are classified as special uses in the TBAP Implementing Regulations. Special uses listed in applicable plan area statements, community plans, redevelopment plans, or specific or master plans as "special" ("S") may be determined to be appropriate uses for the specified area, and projects and activities pursuant to such uses found to be appropriate maybe permitted. To allow a special use, TRPA shall conduct a public hearing according to the procedures in the TRPA Rules of Procedure. Before issuing an approval, TRPA shall make the following findings:

A. The project to which the use pertains is of such a nature, scale, density, intensity, and type to be an appropriate use for the parcel on which and surrounding area in which it will be located;

B. The project to which the use pertains will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, or general welfare of the region,

and the applicant has taken reasonable steps to protect against any such injury and to protect the land, water, and air resources of both the applicant's property and that of surrounding property owners; and

C. The project to which the use pertains will not change the character of the neighborhood, or detrimentally affect or alter the purpose of the applicable planning area statement, community plan, and specific or master plan, as the case may be.

A Special Use Permit or Conditional Use Permit would require discretionary approval by the County Planning Commission or Zoning Administrator following review and a determination that the nature of the proposed use, at the location proposed, is not detrimental to the public welfare or injurious to property or improvements in the neighborhood. To obtain a Special Use Permit/Conditional Use Permit, the applicant (i.e., the County) must generally show that the contemplated use is compatible with the zoning ordinance and land use standards. Findings that such use would be essential or desirable to the public convenience or welfare, and will not impair the integrity and character of the zoned district or be detrimental to the public health, safety, morals or welfare are required.

The Project proposes a Class 1 multi-use trail, a public service facility (i.e. public parking facility expansion), erosion control and runoff control, which are allowable uses as indicated in the TBAP Implementing Regulations.

The Project proposal include uses that are listed as "allowed" in the TBAP or permissible through issuance of a Minor Use Permit or Conditional Use Permit. The Project proposes no land uses not listed as permissible in an applicable Plan Area Statement, adopted Community Plan, or Master Plan, and therefore, would create no impact.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 8b. Will the proposal expand or intensify an existing non-conforming use?

Standard of Significance. A significant impact results from expansion of an existing non-conforming use that is in conflict with permissible land uses as established in the TBAP.

The Project would not result in the expansion or intensification of any non-conforming use. Project improvements are either an existing and permissible use or would be allowed under the provisions of a Special Use Permit/Conditional Use Permit, as described in the analysis for TRPA 8a.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

14.0 MINERAL RESOURCES (CEQA) & NATURAL RESOURCES (TRPA)

This section evaluates the Project's impacts on mineral resources during construction and operations. **Table 24** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 24. Mineral and Natural Resources Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item – Mineral Resources				
Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIIa)	☐	☐	☒	☐
Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIIb)	☐	☐	☐	☒
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Environmental Checklist Item – Natural Resources				
A substantial increase in the rate of use of any natural resources? (TRPA 9a)	☐	☐	☐	☒
Substantial depletion of any non-renewable natural resource? (TRPA 9b)	☐	☐	☐	☒

14.1 CEQA Checklist Analysis – Mineral Resources

CEQA XIIa. Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Standard of Significance. A significant impact occurs if the Project creates a loss of availability of mineral resources that are valuable to the region and the residents of California.

The Project area is not located in Mineral Resource Zones 1 through 4 classification areas. The Project area does not contain an economically feasible extraction operation, and no mineral resources are known to exist within the Project area. When fill material needed, an engineered fill is detailed in the final plan set. Any borrow or disposal sites must comply with the Surface and Mining Reclamation Act of 1975. If necessary, fill material would be obtained from such authorized sources and no significant impacts to mineral resources would occur from the Project.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XIIb. Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Standard of Significance. A significant impact occurs if the Project creates a loss of availability of locally important mineral resource recovery sites.

The Project area contains no mineral resource recovery sites, and therefore, the Project would create no impact to such sites.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

14.2 TRPA Checklist Analysis – Natural Resources

TRPA 9a. Will the proposal result in a substantial increase in the rate of use of any natural resources?

Standard of Significance. A significant impact occurs if the Project creates a substantial increase in the rate of use of natural resources.

The Project would use what is required for construction such as metal, vegetation, and fuel; however, the use would be required only during construction, and there would be no sustained, long-term use or need for these resources. The Project would not result in additional commercial, tourist, or residential development, and would therefore have no impact on the incremental use of natural resources.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 9b. Will the proposal result in substantial depletion of any non-renewable natural resource?

Standard of Significance. A significant impact occurs if the Project creates a substantial depletion of non-renewable resources.

Non-renewable natural resources, such as gasoline and diesel fuel for construction equipment and vehicles would be used temporarily during construction. The Project does not include facilities or actions that cause depletion of non-renewable natural resources and thus creates no impact to such resources.

Non-renewable natural resources such as gasoline and diesel would be consumed during Project construction. However, because construction would be limited and temporary and would not require quantities of non-renewable resources beyond those of typical roadway and trail construction, the Project would not result in substantial depletion of any non-renewable natural resource.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

15.0 NOISE

This section evaluates the Project's noise impacts during construction and operations. **Table 25** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 25. Noise Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item - Noise				
Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (CEQA XIIIa)	☐	☐	☒	☐
Generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIIb)	☐	☐	☒	☐
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (CEQA XIIIc)	☐	☐	☒	☐
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (CEQA XIIId)	☐	☐	☒	☐
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (CEQA XIIIe)	☐	☐	☐	☒
For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (CEQA XIIIf)	☐	☐	☐	☒
Will the Proposal result in:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item - Noise				
Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)	☐	☐	☐	☒

Exposure of people to severe noise levels? (TRPA 6b)	☐	☐	☐	☒
Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)	☐	☐	☐	☒
The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? (TRPA 6d)	☐	☐	☐	☒
The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA 6e)	☐	☐	☐	☒
Exposure of existing structures to levels of ground vibration that could result in structural damage? (TRPA 6f)	☐	☐	☐	☒

15.1 CEQA Checklist Analysis

CEQA XIIIa. Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Standard of Significance. Exceedance of CNEL limits stated in the TBAP and TRPA and County noise ordinances constitutes a significant noise impact.

Noise sources can be grouped into two categories: mobile and stationary. Noise generation from the Project would be related to construction activities and construction noise, which would be temporary and short-term in nature and pose little potential for adverse construction-related noise impact, given the existing commercial use and circulation patterns of the Project area. The County and TRPA have adopted the noise thresholds established by the TRPA RPU and TBAP (**Table 26**) that apply to the Project area. **Table 26** compares CNELs adopted for the Project area to typical CNELs produced by commercial land uses.

Table 26. Maximum Cumulative Noise Equivalent Levels

Land Use District	CNEL (dBA)
Tahoe Basin Plan Area (TBAP) Mixed-use Town Center Sub-district	65
Fairway Tract South Sub-district	55
Tahoe City Golf Course Sub-district	55
SR 28 between Grove Street and Jackpine Street (at 224 feet from edge of roadway)	55
Neighborhood Professional	55
Healthcare Campus	55

Source: TBAP EIR, TRPA RPU

The Project would not require pile driving, blasting, or structural demolition. Construction equipment (e.g., excavators, tractors, rollers, trucks) would produce localized noise of intermittent and temporary nature during standard TRPA and County-approved work hours during the anticipated construction period. CNELs have been developed for permanent uses and activities. TRPA has established noise thresholds for CNELs for various land use categories and single-event standards for specific noise sources. Allowable construction hours are from 8:00 a.m. to 6:30 p.m.; however, there is no defined construction noise limit. TRPA-approved construction projects are exempt from CNEL and single-event noise standards during the hours of 8 am to 6:30 pm.

The long-term operation of the Project would result in no new stationary sources of operational noise. The Project would promote TBAP Policy N-P-2 to minimize passenger vehicle travel and roadway noise by implementing incentives for redevelopment within Town Centers and the transfer of development to Town Centers in accordance with the TRPA RPU. The Class 1 multi-use trail would be limited to non-motorized vehicle use and existing mobile noise sources (e.g., automobile, bicycle, pedestrian pass through) would persist. Noise from recreation activities (e.g., bicycling, walking, running and skateboarding) commercial retail are generally not considered nuisance noise, and therefore, Project operations would not have a significant impact on sensitive noise receptors.

Construction noise levels would be minimized and reduced to a level of less than significant through implementation of the noise compliance measures, as detailed in Section 1.11, Compliance Measures, and the Project would create less-than-significant noise levels during construction and operations.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA XIIIb. Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Standard of Significance. 30 CFR Part 816 defines a significant impact as a vibrational increase greater than 1 inch/second peak particle velocity, as based on typical characteristics of project equipment and materials.

Construction activities would include site preparation (e.g., excavation, grading, trenching), laying of concrete foundations, paving, equipment installation, finishing, and cleanup. These construction activities typically involve the use of ground vibration-generating equipment and construction equipment would create localized, temporary and periodic vibration effects in the Project area. The Project would not utilize full time generator power for operations. Project construction activities would be subject to TRPA's Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration. As described in the RPU EIS, the implementation of these best construction practices would ensure that off-site noise sensitive receptors are not exposed to excessive construction noise levels or vibration during noise-sensitive times of the day, and Project impacts would be reduced to a level of less than significant.

Environmental Analysis: **Less than Significant Impact**

Required Mitigation: **None**

CEQA XIIIc. Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Standard of Significance. Substantial permanent increase in ambient noise levels in the Project vicinity created by the Project constitutes a significant impact, as defined by permissible CNELs for area plans and noise ordinances.

Following construction, the Project would not generate a new source of permanent noise. The Project would not create substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and therefore, would result in less-than-significant impacts to ambient noise levels.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XIIId Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Standard of Significance. TRPA Code Section 68.9 stipulates that TRPA-approved construction or maintenance projects are exempt from TRPA's noise limitations during the hours of 8:00 a.m. and 6:30 p.m. Construction activities occurring outside of these exempt hours, or if noise levels exceed CNEL levels set for the land use categories and TBAP policies applicable to the Project area (see **Table 26**) results in a significant impact.

As discussed in the analysis for CEQA XIIIa, construction activities would result in a temporary and intermittent increases in ambient noise levels, with the level depending on the type, location and length of the activity and the distance between the noise-generating activities and nearby sensitive receptors. The USEPA estimates that construction of public works projects, which include features similar to those of the Project, typically generates an average of between 78 and 88 dBA depending on the construction phase and the amount of equipment being used (USEPA 1971). Noise generated by a point source, such as equipment at a construction site, drops off at a rate of 6 dBA per doubling of distance. Assuming construction noise of 78 to 88 dBA, noise attenuation from construction activities is anticipated to occur as shown in **Table 27**.

Table 27. Attenuation of a Noise Source of 78 to 88 dBA Leq*

Distance (feet)	Noise Level (dBA)
50	78 – 88
100	72 – 82
200	66 – 76
400	60 – 70
800	54 – 64
1,600	48 – 58
3,200	42 – 52
6,400	36 – 46
12,800	30 – 40

Note: * dB(A) Leq denotes the time weighted average of the level of sound in decibels on scale A, which is relatable to human hearing. This attenuation is applicable to point sources, such as construction equipment, not mobile sources, such as truck traffic.

Construction would occur in the vicinity of commercial buildings and some residential properties. Considerable sound reduction occurs in buildings when the windows are closed. Buildings constructed in cold climates, like in Tahoe City, typically reduce exterior noise levels by 27 decibels (dB) (USEPA 1978). Thus, impacts from construction would not result in a substantial noise increase inside commercial and residential buildings. Construction activities would not include the use of explosives or other materials that would cause a significant single event noise. In addition, TRPA Code Section 68.9 exempts approved construction and demolition noise from the restrictions for single noise events. Construction activities would temporarily increase noise levels; however, these noise levels would not exceed threshold limits or be of a nuisance to surrounding land uses.

In summary, Project construction wound generate temporary and periodic noise, but ambient noise would not increase substantially as measured at the Project area boundaries. Implementation of noise reduction measures (refer to Section 1.11, Compliance Measures) would minimize noise effects related to construction by placing noise controls on construction equipment. Given that the noise increase would be temporary, and noise reduction measures would be implemented during construction activities, the Project would create less-than-significant levels of noise.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA XIIIe. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Standard of Significance. Exposure of people residing or working in the Project area to excessive noise levels from aircraft results in a significant impact.

The Project is located approximately 4.5 miles from the Tahoe Truckee Airport and is not located within an airport land use plan area. The Project would not result in exposure of people to excessive noise levels associated with an airport and would create no impact.

Environmental Analysis: **No Impact**.

Required Mitigation: **None.**

CEQA XIIIf. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Standard of Significance. Exposure of people residing or working in the Project area to excessive noise levels from aircraft results in a significant impact.

The Project would not establish permanent, non-transitory populations after completion of construction and would not expose people utilizing the trail to excessive noise levels. The Project is not located in the vicinity of a private airstrip, and therefore, the Project would not expose people in the Project area to excessive noise levels from private aircraft.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

15.2 TRPA Checklist Analysis

TRPA 6a. Will the proposal result in increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan, or Master Plan?

Standard of Significance. Exceedance of CNEL limits stated in the TBAP and TRPA and County noise ordinances constitutes a significant noise impact.

Refer to the analysis for CEQA XIIIa, which concludes construction noise levels would be minimized and reduced to a level of less than significant through implementation of noise reduction measures, as detailed in Section 1.11, Compliance Measures. The long-term operation of the Project would result in no new stationary sources of operational noise. As a result, the Project would create less than significant noise levels during construction and operations.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 6b. Will the proposal expose of people to severe noise levels?

Standard of Significance. Exceedance of CNEL limits stated in the TBAP and TRPA and County noise ordinances constitutes a significant noise impact.

Refer to the analyses for CEQA XIIIa, which conclude that the Project would not exposure people to severe or excessive noise levels. The long-term operation of the Project would result in no new stationary sources of operational noise. Construction noise levels would be minimized and reduced to a level of less than significant through implementation of the noise reduction measures, as detailed in Section 1.11, Compliance Measures.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 6c. Will the proposal result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

Standard of Significance. TRPA Code Section 68.9 stipulates that TRPA-approved construction or maintenance projects are exempt from TRPA's noise limitations during the hours of 8:00 a.m. and 6:30

p.m. Construction activities occurring outside of these exempt hours, or if noise levels exceed CNEL levels set for the TBAP land use categories corresponding to the Project area (see **Table 26**) results in a significant impact.

The Project proposal does not include actions that would result in single noise events that would exceed those allowed by the TRPA Noise Environmental Threshold. Refer to the analysis for CEQA XIIId, which concludes that ambient noise levels in the Project vicinity would be reduce to a level of less than significant through implementation of the noise reduction measures, as detailed in Section 1.11, Compliance Measures.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 6d. Will the proposal result in the placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

Standard of Significance. Placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible would result in a significant impact.

The Project proposal does not include residential and tourist accommodation uses, and therefore, would result in no impact to existing CNELs as a result of new uses.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 6e. Will the proposal result in the placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

Standard of Significance. A significant impact would occur if the Project results in placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses.

The Project would not change the existing uses of the Project area, and therefore, would generate no incompatible noise levels.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 6f. Will the proposal expose of existing structures to levels of ground vibration that could result in structural damage?

Standard of Significance. Exposure of existing structures to levels of ground vibration that could result in structural damage would be a significant impact.

Refer to the analysis for CEQA XIIIb, which concludes that potential impacts from vibrational noise would be less than significant.

Environmental Analysis: **No, Less than Significant Impact.**

Required Mitigation: **None.**

16.0 POPULATION & HOUSING

This section evaluates the Project's population and housing impacts during construction and operations. **Table 28** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 28. Population and Housing Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item – Population and Housing				
Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIVa)	☐	☐	☐	☒
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (CEQA XIVb)	☐	☐	☐	☒
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Environmental Checklist Item – Population				
Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)	☐	☐	☐	☒
Include or result in the temporary or permanent displacement of residents? (TRPA 11b)	☐	☐	☐	☒
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Environmental Checklist Item – Housing				
Affect existing housing, or create a demand for additional housing? (TRPA 12a):	☐	☐	☐	☒
Will the proposal decrease the amount of housing in the Tahoe Region?	☐	☐	☐	☒
Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	☐	☐	☐	☒
Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)	☐	☐	☐	☒

16.1 CEQA Checklist Analysis – Population and Housing

CEQA XIVa. Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Standard of Significance. A significant impact results from direct and indirect population growth in excess of the growth anticipated in the TRPA RPU and County General Plan, as disclosed in the Land Use Element and PASs and Areas Plans.

The Project proposal provides for no long-term employment, educational opportunities, or other population-generating features known to increase local populations. The Project would not directly induce substantial population growth because no new homes or business would be constructed, and the temporary staffing associated with construction is not considered an adverse alteration of the location, distribution, density or growth rate of human population in the region because the population changes are merely temporary and do not represent a significant increase in the overall population or density in the region. The Project also would not indirectly induce population growth because the infrastructure improvements would be located in an already developed area. No impacts associated with population growth would result from Project implementation.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA XIVb. Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Standard of Significance. Displacement of substantial numbers of people or existing housing that necessitates construction of replacement housing elsewhere creates a significant impact.

The Project displaces no people or existing housing and thus would not necessitate the construction of replacement housing.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

16.2 TRPA Checklist Analysis – Population

TRPA 11a. Will the proposal alter the location, distribution, density, or growth rate of the human population planned for the Region?

Standard of Significance**.** Alteration to land use patterns not envisioned by the RPU or County General Plan constitutes a significant impact to human population planned for the Region.

Refer the analysis for CEQA XIVa, which concludes that no impacts associated with population growth would result from Project implementation.

The Project creates no new housing units or permanent employment opportunities. Because the Project improves non-motorized access between existing neighborhoods and community and commercial facilities, indirectly the desirability of residential neighborhoods benefitted by the trail has the potential to increase. No overall change in housing density or availability would occur, however, because housing is regulated and limited by the TRPA RPU. With no residential displacement, permanent employment opportunities, or

new housing developments, the Project would result in no alteration of the location, distribution, density, or growth rate of the human population planned for the region beyond that envisioned by the TRPA RPU.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 11b. Will the proposal include or result in the temporary or permanent displacement of residents?

Standard of Significance. Significant temporary or permanent displacement of residents results in a significant impact.

The Project would not create the temporary or permanent displacement of residents.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

16.3 TRPA Checklist Analysis – Housing

TRPA 12a. Will the proposal affect existing housing, or create a demand for additional housing?

(1) Will the proposal decrease the amount of housing in the Tahoe Region? (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

Standard of Significance. A significant impact results from direct and indirect population growth in excess of the growth anticipated in the TRPA RPU and County General Plan and as disclosed in the Land Use Element and PASs and Areas Plans, which decreases the amount of housing in the Tahoe region.

Refer to the analysis for CEQA XIVa, which concludes that the Project would have no effect on existing housing nor would a demand for additional housing result. The Project would not decrease the total amount of housing in the Tahoe region and would not decrease the amount of housing available by low to very-low income households.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 12b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

Standard of Significance**.** A significant impact results from direct and indirect population growth in excess of the growth anticipated in the TRPA RPU and County General Plan and as disclosed in the Land Use Element and PASs and Areas Plans, which decreases the amount of housing in the Tahoe region.

Refer to the analysis for CEQA XIVa, which concludes that the Project would have no effect on existing housing nor would a demand for additional housing result. The Project would not decrease the total amount of housing in the Tahoe region and would not decrease the amount of housing available by low to very-low income households.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

17.0 PUBLIC SERVICES

This section evaluates the Project's impacts on public services during construction and operations. **Table 29** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 29. Public Service Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services (CEQA XVa):				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Environmental Checklist Item				
Have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas:	☐	☐	☐	☒
Fire Protection? (TRPA 14a)	☐	☐	☐	☒
Police Protection? (TRPA 14b)	☐	☐	☐	☒
Schools? (TRPA 14c)	☐	☐	☐	☒
Parks or other recreational facilities? (TRPA 14d)	☐	☐	☐	☒
Maintenance of public facilities, including roads? (TRPA 14e)	☐	☐	☐	☒
Other governmental services? (TRPA 14f)	☐	☐	☐	☒

17.1 CEQA Checklist Analysis

CEQA XVa. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities?

Standard of Significance. A significant impact results to governmental and public services if the Project causes an increase demand for personnel, equipment or infrastructure beyond that planned by public service entities, the TRPA Regional Plan, or County General Plan.

The Project area is located in a developed area of the County and comprises a portion of the TBAP. County services such as fire protection and law enforcement are available and accessible. Schools, parks, and other governmental facilities are also in the vicinity of the Project area.

Fire Protection. The North Tahoe Fire Protection District is a municipal fire department that protect an area of 32 square miles on the north and west shores of Lake Tahoe, including the Project area. The Tahoe City Fire Station is located at 222 Fairway Drive in Tahoe City less than one mile from the Project area. Additionally, North Tahoe Fire Protection District maintains mutual aid agreements with other fire and emergency response agencies in the Tahoe region, including CalFire and the US Forest Service, providing for area-wide fire response and ambulance services both inside and outside the County limits.

Ambulance services within the County are managed by the Sierra-Sacramento Valley Emergency Medical Services Agency. Emergency ground ambulance service for the majority of Placer County is provided by American Medical Response under an Exclusive Operating Agreement. Foresthill Fire Protection District, North Tahoe Fire Protection District and South Placer Fire District also provide emergency ambulance service to their districts under Exclusive Operating Agreements.

Because the Project is located in an area that is currently served by the North Tahoe Protection District and would not create new housing units or permanent employment opportunities that would increase population or density, the Project would not contribute to the need for new construction or expansion of existing fire protection facilities. Because potential Project impacts would be temporary during construction and there would be no need for additional services, potential Project impacts to fire protection services would be less than significant.

Law Enforcement. Placer County Sheriff's Department provides police services in Tahoe City. The Placer County Sheriff's Tahoe Station is located at 2501 North Lake Boulevard in Tahoe City and covers the portion of Lake Tahoe from the California/Nevada state line on Highway 28 west to the Nevada County line in Truckee and south on Highway 89 to the El Dorado County line in Tahoma. Also, the County is located within the jurisdiction of the California Highway Patrol Valley Division, which provides safety, service and security. The California Highway Patrol Truckee Area and Communications Center is located at 10475 Pioneer Trail in Truckee.

Typically, increases in the need for police services are linked to an increase in population. As discussed in the CEQA XIVa analysis, the Project would not result in an increase in population or change in density, and potential impacts on law enforcement would be less than significant.

Schools. Tahoe Lake Elementary School is located in Tahoe City approximately 800 feet northeast of the Project area. North Tahoe Middle School is located approximately 2 miles east from the Project area. Impacts to school facilities are typically linked to an increase or decrease in population. As discussed in CEQA XVa, the Project would not have potential to impact population, and therefore, the potential to impact school services would be less than significant.

Parks. Public parks are not located within the Project area or in the vicinity of the Project area. As discussed in this analysis, the Project would not have potential to impact population, and therefore, the potential to impact public parks would be less than significant.

Other Public Facilities. The Project would not result in an increase in population that would require additional services. The Project area would continue to be served by the existing surrounding facilities and would not result in the need for additional services. The Project would create no impact to acceptable service ratios, response times, or other performance objectives. Existing fire, police, and other governmental services would be sufficient to accommodate the service needs of the Project. The Project would not necessitate the expansion of the equipment, facilities, or manpower of responsible fire, police, health, and school services in order to maintain current service ratios and response times. The Project also would not result in substantial adverse physical impacts associated with the provision of new or altered fire, police, health, or school facilities. There would be no need for new or physically altered governmental facilities. In summary, Project construction and operations would result in less-than-significant impacts to public services.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

17.2 TRPA Checklist Analysis

TRPA 14. Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas:

Standard of Significance. A significant impact results to governmental and public services if the Project causes an increase in demand for personnel, equipment, or infrastructure beyond that planned by public service entities, the TRPA RPU, or County General Plan.

TRPA 14a. Fire protection?

Refer to the analysis for CEQA XVa, which concludes that the level of impact to fire protection would be less than significant. The Project would not reduce access, response times, or other performance objectives for fire protection. The Project would not result in the need for new or additional services for fire protection.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 14b. Police protection?

Refer to the analysis for CEQA XVa, which concludes that the level of impact to police protection would be less than significant. The Project would not reduce access, response times or other performance objectives for police protection. The Project would not result in the need for new or additional services for police protection.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 14c. Schools?

Refer to the analysis for CEQA XVa, which concludes that the level of impact to schools would be less than significant. The Project would not impact acceptable service ratios and other performance objectives for schools and would not result in the need for new or additional school services.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 14d. Parks or other recreational facilities?

Refer to the analysis for CEQA XVa, which concludes that the level of impact to parks or other recreational facilities would be less than significant. The Project would improve access to existing and planned recreational facilities in the TBAP area, but would not create the need for additional parks or recreation facilities.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 14e. Maintenance of public facilities, including roads?

Standard of Significance: If the Project creates new or altered unplanned effects to governmental services in maintenance of roads, a significant impact results.

The Project facilities and improvements would be added to County's operations and maintenance program. The Project would create little impact or change to what is required for maintenance of the existing SR 28 ROW. The Public Works Operations staff would continue to be responsible for the maintenance and repair of County streets, including pavement repair and construction, drainage facilities, pavement marking and striping, sign installation and maintenance, curb and gutter maintenance, street sweeping, and additional activities connected with keeping the County streets safe for all motorists.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

TRPA 14f. Other governmental services?

Standard of Significance: For other governmental services, such as treatment of stormwater, if the Project creates new or altered unplanned effects to governmental services in maintenance of stormwater systems, a significant impact results.

Refer to the analyses for CEQA XVa and TRPA 14a through 14e, which conclude that the level of impact to governmental services such as fire protection, police protection, schools, parks, and roadways would be less than significant. The Project would not contribute additional stormwater runoff to the existing area-wide stormwater facility that would exceed existing system capacities. The Project proposal relies on source control and infiltration to soils for stormwater runoff treatment along the Class 1 multi-use trail alignment and landscaped portions of the public parking facility, potentially reducing some County maintenance services for existing stormwater infrastructure. Long-term maintenance of facilities would be included on the County's operations and maintenance program. The Project would create no need for new or physically altered governmental facilities.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

18.0 RECREATION

This section evaluates the Project's impacts on recreation during construction and operations. **Table 30** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 30. Recreation Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVIa)	☐	☐	☒	☐
Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVIb)	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Create additional demand for recreation facilities? (TRPA 19a)	☐	☐	☐	☒
Create additional recreation capacity? (TRPA 19b)	☐	☐	☐	☒
Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)	☐	☐	☐	☒
Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)	☐	☐	☐	☒

18.1 CEQA Checklist Analysis

CEQA XVIa. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Standard of Significance. If the Project improves access to recreation facilities or public lands used for recreation, by numbers sufficient to create new disturbance, this constitutes a significant impact.

The Project would expand the existing public parking facility capacity, redistribute the existing parking demand for the Tahoe City Town Center, and improve pedestrian and bicycle connections to the SR 28 commercial corridor.

There are no National Wildlife Refuges and no publically-owned parks within or adjacent to the Project area. Recreation facilities in the vicinity of the Project area are managed by a variety of public agencies and private businesses. The Tahoe City Golf Course is a public recreation area and Commons Beach, also a public recreation area, are within walking distance of the Project area. The Project would not increase use of these public recreation areas, because the Project would not result in increased population, and demands for recreational facilities are driven by the ratio of recreational land use to population. Additionally, Project operations would not create additional daily vehicle trips or VMT (refer to the analysis for CEQA XVIIb). Some regional trails pass through undeveloped lands that currently support unpaved trail use; however, promoting alternative, non-motorized means of transportation can reduce demand for public parking and in turn reduce the potential for off-site parking in residential areas.

The Project would implement a new section of Class 1 multi-use trail that is identified as a gap in the TRPA ATP, TBAP and TCMP that may increase use of recreation area, but the increase in use would not lead to substantial physical deterioration of these facilities. The County has planned for increased use and associated maintenance of recreation facilities in Tahoe City. The Recreation Plan outlines the management framework and improvement plan for recreation facilities comprising the TBAP. Thus, the Project would not have potential to significantly increase the use of or reduce the capacity of existing nearby recreation facilities or opportunities such that physical deterioration of the facilities would occur.

Environmental Analysis: **Less Than Significant Impact.**

Required Mitigation: **None.**

CEQA XVIb. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Standard of Significance. A significant impact results if the Project requires the construction or expansion of recreational facilities that cause an adverse physical effect on the environment. The TRPA RPU Recreation Element, TBAP and Thresholds, along with the County's General Plan Recreation and Cultural Resources Element, determine this level of impact significance.

The Project improvements for bike/pedestrian trails and paths would enhance linkages and connectivity to the existing TRPA ATP network. The Project would not require the construction or expansion of other recreational facilities because it would not result in increased population or new daily vehicle trips. Implementation of recreational use RPM detailed in Section 1.11, Compliance Measures, would further reduce potential temporary impacts on pedestrian and trail users during construction.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

18.2 TRPA Checklist Analysis

TRPA 19a. Will the proposal create additional demand for recreation facilities?

Standard of Significance: A significant impact results if the Project requires the construction or expansion of recreational facilities that cause an adverse physical effect on the environment. The TRPA RPU Recreation Element, PASs and Thresholds, along with the County's General Plan Recreation Element, determine this level of impact significance.

Refer to the analyses for CEQA XVIa and CEQA XVIb, which conclude that the Project would not create additional demand for recreational facilities, but would instead serve the existing parking demand for recreation facilities in the vicinity of the Project area and improve pedestrian and bicycle connectivity to the Tahoe City Town Center.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 19b. Will the proposal create additional recreation capacity?

Standard of Significance: Recreation capacity at Lake Tahoe is measured by TRPA with the allocation of Persons at One Time (PAOTs).

The Project does not propose an allocation of PAOT summer day recreation use. Because the Project does not propose a PAOT recreation use, as based on this TRPA standard of significance, no adverse impact would result to recreation capacity.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 19c. Will the proposal have the potential to create conflicts between recreation uses, either existing or proposed?

Standard of Significance. Elimination of or decreased viability of an existing or proposed recreation use caused by the construction and operation of the Project constitutes a significant impact.

Recreational conflicts intensify when an increasingly diverse mix of social, cultural, and political interest groups make claim to what they perceive to be their fair share of a public resource. This can be due to perceived dissimilarity of attitudes and values attributed to activities of different user groups. Four major factors have the potential to produce conflict when there is social contact between recreational users: activity style, resource specificity, mode of experience, and lifestyle tolerance.

Temporary conflicts could occur during the construction period from the temporary closure of the existing commercial driveways along SR 28 during paving and restriping. Surrounding trails, pedestrian sidewalks and roadways exterior and adjacent to the Project area would allow for sufficient detours and connectivity, when directed by temporary traffic control signage. Temporary impacts to recreational users would be reduced to a level of less than significant by implementing the recreational use RPMs (refer to Section 1.11, Compliance Measures). These measures would reduce potential impacts from the temporary closure of the Project area to a level of less than significant because the public and commercial property owners would be notified in advance of the closure and would be able to take an alternate route during the brief construction period. Additionally, the Project would not eliminate or decrease viability of a recreation facility.

The Project would comply with existing Recreation Element Goals and Policies of the RPU that provide for the appropriate type, location, and rate of development of recreational uses and facilities and that protect natural resources from overuse and rectify incompatibility between uses. Because these goals, policies, and TBAP land use designations were developed to address existing and planned recreational uses, conflict would be avoided. Therefore, the Project would have a less-than-significant impact. Project area is not located adjacent to existing or planned recreation sites (with the exception of the Tahoe City Golf Course), and therefore, would not create conflicts.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 19d. Will the proposal result in a decrease or loss of public access to any lake, waterway, or public lands?

Standard of Significance. A decrease or loss of public access to lakes, waterways or public lands as a result of Project construction and operation constitutes a significant impact.

Project construction would result in temporary restricted access to the Project area for purposes of public health and safety. Public access would not decrease outside of the active construction period. Project operations would provide for additional parking and redistribute the existing parking demand. The Class 1 multi-use trail would increase public access to public lands and to the lake through non-motorized means, thereby supporting TRPA Recreation Threshold R-1. The Project would connect with existing bike trails and pedestrian pathways with connections to established public access routes to the lake and beach facilities. The improvements for bike/pedestrian trails and paths within the Project area would retain and enhance linkages and connectivity to the existing ATP network, increasing access and connectivity to public lands in Tahoe City.

Environmental Analysis: **No; Less than Significant Impact**.

Required Mitigation: **None.**

19.0 TRANSPORTATION (CEQA) AND TRAFFIC & CIRCULATION (TRPA)

This section evaluates the Project's impacts on transportation and traffic during construction and operations **Table 31** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant. This analysis of potential impacts to transportation, traffic and circulation is supported by the Tahoe City Downtown Access Improvement Project Traffic Analysis (LSC Transportation Consultants, Inc. 2020) attached in **Appendix C**.

Table 31. Transportation, Traffic, and Circulation Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item – Transportation				
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (CEQA XVIIa)	☐	☐	☒	☐
Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (CEQA XVIIb)	☐	☐	☒	☐
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIIc)	☐	☐	☒	☐
Result in inadequate emergency access? (CEQA XVIId)	☐	☐	☒	☐
Will the Proposal result in:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Environmental Checklist Item – Traffic & Circulation				
Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA 13a)	☐	☐	☐	☒
Changes to existing parking facilities, or demand for new parking? (TRPA 13b)	☒	☐	☐	☐
Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)	☐	☐	☐	☒
Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)	☒	☐	☐	☐
Alterations to waterborne, rail or air traffic? (TRPA 13e)	☐	☐	☐	☒

19.1 CEQA Checklist Analysis – Transportation

CEQA XVIIa. Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Standard of Significance. Project proposal inconsistency with adopted programs, plans, ordinances or policies regarding public transit, bicycle, or pedestrian facilities constitutes a significant impact.

The Project proposal has considered and is consistent with existing policies, ordinances, plans, and programs that direct local and regional transportation planning. The Project would address known deficit in the overall parking availability in the Tahoe City Town Center, increasing the total number of parking spaces by 35, which is equal to a 13.9% increase in the parking supply for the central Tahoe City area. Additionally, the Project would create options for pedestrian and non-motorized transportation and would support policies, plans, and programs for alternative transportation. **Table 32** details applicable transportation, parking and circulation plans and policies applicable to the Project area.

Table 32. Applicable Transportation, Parking, and Circulation Plans and Policies

Jurisdiction/ Plan/Policy	Standard and Criteria
SB 743	SB 743 was signed in 2013, with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." When implemented, "traffic congestion shall not be considered a significant impact on the environment" within CEQA transportation analysis. SB 743 requires the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. Regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018. OPR released a December 2018 Technical Advisory that contains recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. Statewide implementation occurred on July 1, 2020. SB 743 does not prohibit local jurisdictions from requiring LOS analysis for purposes of Project impact assessment, however.
Tahoe Regional Planning Compact	The goal of transportation planning shall be: (A) To reduce the dependency on the automobile by making more effective use of existing transportation modes and public transit to move people and goods within the region; and (B) To reduce to the extent feasible air pollution which is caused by motor vehicles.
Federal Planning Guidelines	In 1999, the Lake Tahoe Basin became a federal Metropolitan Planning Organization. Federal regulations, pertaining to transportation, require that the Metropolitan Planning Organization planning process provide for the consideration of projects and strategies that will: • increase the safety and security of the transportation system for motorized and non-motorized users; • enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; • promote efficient system management and operation; and • emphasize the preservation of the existing transportation system.

Table 32. Applicable Transportation, Parking, and Circulation Plans and Policies

Jurisdiction/ Plan/Policy	Standard and Criteria
Mobility 2035: Tahoe Regional Transportation Plan (Mobility 2035)	The Tahoe Metropolitan Planning Organization's (TMPO) Regional Transportation Plan: Mobility 2035 is Lake Tahoe's blueprint for a regional transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and offers improved mobility options for people and goods. Important directions of the plan are to reduce the overall environmental impact of transportation in the Region, create walkable, vibrant communities, and provide real alternatives to driving. The plan will also support an update of the Transportation Element of the Tahoe Regional Planning Agency (TRPA) Regional Plan. Finally, the plan meets the challenge of California's Senate Bill 375 by presenting an integrated land use and transportation strategy that will allow the Region to achieve targets for reducing greenhouse gas (GHG) emissions by 2035. The goals and policies of Mobility 2035 have been developed to be consistent with SAFETEA-LU, statewide planning factors, the Bi-State Compact, and the public visioning statement.
TRPA Goals and Policies	Establish level of service (LOS) criteria for various roadway categories and signalized intersections. LOS criteria during peak periods shall be: • LOS C on rural recreational/scenic roads; • LOS D on rural developed area roads; • LOS D on urban developed area roads; • LOS D for signalized intersections; • LOS E may be acceptable during peak periods in urban areas, not to exceed four hours/day. The policies and objectives of this document also place high priority on constructing pedestrian and bicycle facilities in urbanized areas and encouraging waterborne transportation measures.
TRPA Thresholds	TRPA has nine threshold categories: water quality, air quality, noise, scenic, vegetation, soils, wildlife, recreation, and fisheries. There is no threshold for transportation; however transportation system projects in the Lake Tahoe Basin cannot degrade any of the thresholds. Rather, TRPA must make findings that the proposed projects attain or maintain existing thresholds.
TRPA Thresholds: Air Quality	Air Quality has two transportation related standards: VMT and traffic volumes on US Hwy 50. • AQ-5 US Hwy 50 Traffic Volumes – 7% reduction in traffic volume on the US Hwy 50 corridor from 1981 base year values, winter, 4 p.m. to 12 a.m. (25,173 vehicles at the US Hwy 50/Park Ave intersection.) • AQ-7 VMT – 10% reduction in VMT in the Lake Tahoe Basin from 1981 base year values. (1,648,466 VMT for a peak summer day.)
TRPA Code of Ordinances	Adherence to: Code Chapter 12 requirements for traffic considerations, including VMT reduction policies and level of service goals for street and highway traffic, and Code Chapter 65 requirements for traffic analyses; the Code sections require reducing significant impacts to a less than significant level.

Table 32. Applicable Transportation, Parking, and Circulation Plans and Policies

Jurisdiction/ Plan/Policy	Standard and Criteria
DRAFT 2020 Linking Tahoe: Regional Transportation Plan (RTP)	The Regional Transportation Plan (RTP) will improve water quality, air quality, scenic resources, noise levels, and recreation resources across the Tahoe Region. According to TRPA, Tahoe's transportation system should meet the daily needs of transit-dependent riders and employees, make it easier for recreational travelers to use transit, and assure visitors they can get around without their cars. The plan focuses on: transit, technology, trails and communities and corridors. The RTP and the TRPA RPU share six major goals for the transportation system: environment; connectivity; safety; operations and congestion management; economic vitality and quality of life; and system preservation.
Placer County Tahoe Basin Area Plan	The TBAP transportation plan is consistent with the TRPA RTP and is intended to provide an efficient circulation system for all users, with a focus on improved pedestrian, bicycle and transit options in accordance with the TRPA RPU and with the 2012 Lake Tahoe Sustainable Communities Strategy (SCS) that was adopted in accordance with California Senate Bill 375 (Sustainable Communities and Climate Protection Act). Chapter 3 of the TBAP Implementing Regulations includes area-wide standards and guidelines; specifically, Section 3.07, Parking and Access, supersedes Chapter 34, Driveways and Parking Standards, of the TRPA Code.
Placer County General Plan	The Transportation and Circulation Element of the County's General Plan provides transportation objectives and policies associated with areas within the County. The objectives and policies are generally consistent with other applicable plans.
Tahoe City Mobility Plan	The Mobility Plan addresses the commercial core area of Tahoe City along SR 28 and SR 28/89 and draws from the recommendations and improvements proposed in the above projects and focuses on identifying solutions and community support for the following areas: integrated parking and complete street enhancements; Grove Street pedestrian crossing; and Lakeside Trail.
American Association of State Highway and Transportation Officials (AASHTO)	The AASHTO Guide for the Development of Bicycle Facilities specifies design recommendations and standards for the width, horizontal alignment, sight distance, separation distance from roadways, grades and graded shoulders of trails. Design recommendations and standards are also specified for signage and striping, sight distance, and crossing angles at all location where paths cross a roadway.
Caltrans District 3 Thresholds	Requires that measures be identified to mitigate significant impacts caused by project traffic on state highways. The following are considered to be significant impacts: • Vehicle queues at intersections exceeding the existing storage lane length; • Project impacts that cause the highway or intersection LOS to deteriorate beyond LOS D. If LOS is already "E" or "F," then quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.

The Project would provide for improved parking and circulation that better accommodates existing vehicular travel and promotes alternative modes of transportation that effectively link residential neighborhoods, employment centers, commercial areas, public uses, and recreational and educational centers in the Tahoe City Town Center. The Project would not conflict with regional or local plans, as related to traffic, transportation, or circulation and would not impede the long-term use of streets, highways, or intersections for pedestrians, bicycle users, mass transit, or personal/commercial vehicles. Parking and circulation improvements would be constructed at-grade or contained underground and would not impede flow of transportation users or compromise existing facilities.

The results of the intersection LOS analysis (**Appendix C**) with Project operations is presented in **Table 33.** In comparing these results with those for existing no-project conditions presented in **Table 5** (refer to Section 2.16), no changes in LOS would result from Project operations. LOS is maintained though the elimination of exiting traffic on the SR 28 driveways, which eliminates southbound vehicle movements. Within the existing LOS F for the southbound movement on Grove Street at SR 28, the average delay would increase by 20.1 seconds (or 43%) to 97 seconds. All other delays would change no more than 2 seconds.

Table 33. Intersection Level of Service with Project

				Movement					
	EW Street	**NS Street**		**Northbound**	**Eastbound Lane**	**Eastbound Turning**	**Westbound Lane**	**Westbound Turning**	**Southbound**
1	**SR 28**	**Any Mountain Driveway**	**LOS**	--	A	A	--	A	--
			Delay(s)	--	9.2	0	--	0	--
2	**SR 28**	**Grand Central Driveway**	**LOS**	--	A	A	--	A	--
			Delay(s)	--	9.2	0	--	0	--
3	**SR 28**	**Mother Nature's**	**LOS**	--	A	A	--	A	--
			Delay(s)	--	9.1	0	--	0	--
4	**SR 28**	**Grove Street**	**LOS**	F	B	A	B	A	F
			Delay(s)	53.9	11.8	0	13.2	0	97.0
5	**SR 28**	**Jackpine Street / Boatworks**	**LOS**	C	A	A	B	A	D
			Delay(s)	24.2	9.5	0	10.1	0	29.2
6	**Grove Street Lot Driveway**	**Grove Street**	**LOS**	A	A	--	--	--	--
			Delay(s)	7.3	8.7	--	--	--	--

Source: Appendix C, Table 9

A review of traffic queues with the Project indicates one location with a potential queue issue. The project would increase the 95th percentile southbound traffic queue on Grove Street at SR 28 by 3.4 vehicles, to a total of 4.6 vehicles. This would result in a queue of approximately 92 feet with the end of this queue roughly adjacent to the south side of the Fat Cat building. It would not extend as far as Bliss Court but would fully block the Fat Cat lot driveway onto Grove Street at peak times. A driver wishing to turn left from Grove Street into the Fat Cat lot at peak times could find their path blocked by this southbound queue. If they choose not to proceed on to park in the Grove Street lot, they could stop in the northbound travel lane while waiting for a gap in the southbound queue. As northbound movements are at a slow speed (given that this location is close to the intersection at SR 28 and as there is adequate sight distance for oncoming drivers to become aware of the stop vehicle or vehicles, this is not considered to be a significant impact to traffic safety or circulation.

The Project would implement the goals and policies identified in the TRPA RPU, RTP, ATP and EIP, TCMP, TBAP and County General Plan and would increase the performance and safety of pedestrian and transportation facilities. Therefore, the level of impact to circulation systems would be less than significant.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XVIIb. Would the Project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Standard of Significance. Conflict or inconsistency with CEQA Guidelines section 15064.3, subdivision (b), which outlines the criteria for analyzing transportation impacts, constitutes a significant impact.

The potential impact of Project operations on VMT is an important consideration both for the purposes of the TRPA transportation thresholds, as well as for Placer County and the state of California. Project operations would not change overall vehicle trips and associated VMT to or from Tahoe City. Project impacts on VMT would be limited to shifts in traffic patterns within the immediate vicinity of the Project area resulting from redistribution of public parking, which is detailed in **Appendix C**. Per CEQA Guidelines section 15064.3, subdivision (b), transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less-than-significant transportation impact.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XVIIc. Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Standard of Significance. Substantial increases in hazards resulting from the Project proposal or incompatible use of the trail create a significant impact.

The Project would improve circulation configurations, ingress and egress and would not include transportation design features that would impact the safety of users or change the compatibility of use. The Project has been designed to more safely facilitate bicyclists and pedestrians access to the Project area and Tahoe City Town Center and would be consistent with trail design standards for Class 1 shared-use trails in the *Caltrans Highway Design Manual* (Chapter 1003, Design Criteria) (Caltrans 2017). The County's 2018 General Specifications and Engineering Design Plates are the secondary design standard being followed. Project compliance Caltrans and County design standards would ensure the Project would substantially decrease hazard risk due to a design feature. The Project's potential to increase transportation hazards as a result of geometric design or incompatibility of uses would be less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA XVIId. Would the Project substantially result in inadequate emergency access?

Standard of Significance. Inadequate access for emergency responders during Project construction and operations constitutes a significant impact.

The Project design accommodates turning radius requirements for emergency response vehicles and would not result in inadequate emergency response access. There would be intermittent and temporary access controls during construction. As discussed in the analysis for CEQA IXf, emergency vehicle access to the Project area can be accommodated during construction activities, if necessary, and Project construction would result in no closures of SR 28. Traffic control measures, as described in Section 1.11, Compliance Measures, would be implemented. Though implementation of the Traffic Control Plan, construction impacts would be less than significant because safe access would be maintained during the construction period. In addition, the Project operations would not require revisions to the County's Local Hazard Mitigation Plan or Emergency Operations Plan.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

19.2 TRPA Checklist Analysis – Traffic & Circulation

TRPA 13a. Will the proposal result in generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

Standard of Significance. If the Project results in the generation of 200 or more new Daily Vehicle Trip Ends (DVTE), a significant impact results.

The Project improvements would redistribute existing vehicle trips, but would not result in the generation of additional trips. In areas such as Tahoe City where parking demand reaches overall parking availability, there is the possibility for the expansion of parking to "induce" new vehicle-trips by making auto use significantly easier. As discussed in **Appendix C**, there are times when specific parking areas (such as the existing Grove Street Lot) fill completely. However, there is available parking within a short (100 to 200 foot) walk distance, and the overall parking availability for the Tahoe City Town Center never exceeds 87 percent. The potential that a short walk to a nearby available parking space currently reduces any existing vehicle-trips is minimal. Therefore, the additional 35 parking spaces are not expected to result in any increase in overall vehicle-trips to/from Tahoe City. The level of potential impact to DVTE would be less than significant.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 13b. Will the proposal result in changes to existing parking facilities, or demand for new parking?

Standard of Significance. Change in use of existing parking facilities that create an unmet demand for new parking as a result of Project operations constitutes a significant impact.

The Project does not propose new development or density that would create the need for additional off-site parking or expansion of other existing parking facilities and would not result in a change of use for the existing Grove Street public parking facility. Conversely, the Project would increase the total number of parking spaces at Grove Street, increasing the parking supply for the Tahoe City Town Center by 13.9 percent. One of the benefits of increasing the existing parking supply is that the need for additional travel to search for available parking and associated VMTs can be reduced.

Environmental Analysis: **Yes; Beneficial Impact.**

Required Mitigation: **None.**

TRPA 13c. Will the proposal result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

Standard of Significance. If the Project causes delay that degrades the LOS on roadways to LOS E for more than four hours/day, impacting vehicles and transit, or hinders pedestrian or bicycle travel, a significant impact results.

Refer to the analyses for CEQA XVIIa through CEQA XVIIc, which conclude that the Project would not result in substantial negative impact upon existing transportation systems but would instead enhance and improve vehicle circulation and bicycle and pedestrian access and safety. The Project would be beneficial to the regional ATP trail system by increasing connectivity to existing trails and installing new public safety lighting.

Environmental Analysis: **No; Beneficial Impact.**

Required Mitigation: **None.**

TRPA 13d. Will the proposal result in alterations to present patterns of circulation or movement of people and/or goods?

Standard of Significance. If the Project results in an alteration to present patterns so that circulation is substantially disrupted and/or public access cannot be met, a significant impact results.

The Project bike/pedestrian trail improvements would retain and enhance linkages and connectivity to the existing ATP bike and pedestrian network. Operation of the expanded public parking facility is expected to redistribute the existing parking demand and associated VMT. The Project would provide for new loading areas for delivery of goods and services to the adjacent commercial properties. The Project would enhance vehicle and pedestrian and bicycle patterns of circulation for the Tahoe City Town Center and is expected to result in beneficial impacts to the movement of people and/or goods.

Environmental Analysis: **Yes; Beneficial Impact.**

Required Mitigation: **None.**

TRPA 13e. Will the proposal result in alterations to waterborne, rail, or air traffic?

Standard of Significance. Alterations to waterborne, rail, or air traffic by Project construction or operations that result in service disruptions constitute a significant impact.

The Project would provide for additional public parking and improved vehicle, pedestrian and bicycle circulation patterns and would have no impact on air traffic, waterborne traffic, or rail traffic.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 13f. Will the proposal increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

Standard of Significance. Increases to traffic hazards at trail crossing locations constitutes a significant impact.

Refer to the analysis for CEQA XVIIc, which concludes that the level of impact of the Project on hazards to vehicles, bicyclists, and pedestrians would be less than significant. Additionally, installation of public safety lighting would increase security and safety for the Project area. The Project design and location address existing traffic hazards associated with the Tahoe City Town Center and is expected to reduce known traffic hazards.

Environmental Analysis: **No; Beneficial Impact.**

Required Mitigation: **None.**

20.0 TRIBAL CULTURAL RESOURCES (CEQA)

This section evaluates the Project's impacts on transportation and traffic during construction and operations **Table 34** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 34. Tribal Resources Impacts

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
CEQA Environmental Checklist Item	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? (CEQA XVIIIa); or	☐	☐	☒	☐
A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (CEQA XVIIIB)	☐	☐	☒	☐

CEQA XVIIIa and CEQA XVIIIb. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1?

Standard of Significance. A substantial adverse change in the significance of a tribal cultural resource, as defined in PRC Section 21074, would constitute a significant impact.

On September 23, 2020, Cardno archaeologists submitted a request to the NAHC for a search of the Sacred Lands File. The NAHC responded on October 7, 2020, with results of the Sacred Lands File search. The

Sacred Lands File search did not indicate the presence of a place or places of importance to any Native American parties within the vicinity of the Project APE.

In accordance with AB 52, Cardno sent letters to the parties that requested consultation from Placer County on September 25, 2020. As of November 10, 2020, no responses to these outreach letters had been received:

- Ms. Pamela Cubbler, Tribal Council Treasurer, Colfax-Todds Valley Consolidated Tribe
- Mr. Randy Yonemura, Cultural Committee Chair, Ione Band of Miwok Indians
- Mr. Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria
- Mr. Darrel Cruz, Tribal Historic Preservation Officer for the Washoe Tribe of Nevada and California

Based on cultural resource investigations for the APE, the assumption is made that no known tribal cultural resources are sited with the Project area. Tribal representatives will be sent the Notice of Availability (NOA) during the public review process to again solicit comments on the Project.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None**.

21.0 UTILITIES & SERVICE SYSTEMS (CEQA) AND UTILITIES (TRPA)

This section evaluates the Project's impacts on utilities and service systems during construction and operations. **Table 35** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and the TRPA Initial Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 35. Utilities and Service Systems

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item – Utilities & Service Systems				
Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction of which could cause significant environmental effects? (CEQA XIXa)	☐	☐	☒	☐
Have sufficient water supplies available to serve the project and reasonably foreseeable future developments during normal, dry and multiple dry years? (CEQA XIXb)	☐	☐	☒	☐
Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (CEQA XIXc)	☐	☐	☒	☐
Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (CEQA XIXd)	☐	☐	☒	☐
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (CEQA XIXe)	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Environmental Checklist Item – Utilities				
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
Power or natural gas? (TRPA 16a)	☐	☐	☐	☒
Communication systems? (TRPA 16b)	☐	☐	☐	☒
Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 16c)	☐	☐	☐	☒

Will the Proposal:	Yes	No, With Mitigation	Data Insufficient	No
TRPA Environmental Checklist Item – Utilities				
Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 16d)	☐	☐	☐	☒
Storm water drainage? (TRPA 16e)	☐	☐	☐	☒
Solid waste disposal (TRPA 16f)	☐	☐	☐	☒

21.1 CEQA Checklist Analysis – Utilities & Service Systems

CEQA XIXa. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Standard of Significance. Construction of new service facilities or expansion of existing facilities as a result of the Project constitutes a significant impact, if new construction creates significant and immitigable environmental effects.

The Project would provide for transportation improvements and would install associated stormwater improvements to better capture and convey stormwater runoff from new impervious surfaces. As discussed Section 16.0, Population and Housing, the Project would not create population growth. The Project would construct no new housing that could increase resident populations in need of new or relocated facilities, but would potentially construct and operate a new public restroom facility that would require new service connections to utilities and service systems currently serving the Tahoe City Town Center. TRPA Code Chapter 32 and the TBAP outline regulations for new utilities and services.

Stormwater improvements would include new drop inlets, stormwater treatment vaults and lateral connections that would connect to the existing area-wide stormwater facility, the main pipeline of which is located at approximately 7-feet bgs running generally east to west through the Project area. Operation of the public restroom facility, if installed, would not necessitate in the construction of new service systems, but would require the installation of new service connections to the existing systems. The Project would create no change to telecommunication systems and would not require the relocation of the existing service systems. Temporary disturbance associated with construction of new service connections would be contained within the Project's total disturbance area and would result in no off-site environmental impacts. The Project's potential to cause environmental impacts from the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities would be less than significant.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XIXb. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Standard of Significance. A significant impact occurs if the Project creates a demand in water supply that requires new or expanded entitlements or resources to ensure continuation of sufficient water supply to the public.

As discussed Section 16.0, Population and Housing, the Project would not create population growth. The Project would construct no new housing that could increase resident populations in need of new or relocated facilities.

The Project would require temporary water during construction for dust control. Water trucks would be filled using designated fire hydrants located in the vicinity of the Project area. Temporary water use during construction would be minimal and would be served through existing entitlements. Water supply for public restroom operations, if installed, would also be served by existing entitlements.

Refer to the analysis for CEQA XIXa, which concludes that the Project would require no new or expanded utilities or service systems, and therefore, would create less than significant impacts to water supplies, entitlements, or resources.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XIXc. Would the Project result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Standard of Significance. A significant impact results if the Project creates additional demand that prohibits STPUD from meeting existing provider commitments with existing wastewater treatment capacity.

Refer to the analysis for CEQA XIXa, which concludes that the Project would require new service connections but would not create the need for new or expanded utilities or service systems, and therefore, would result in a less than significant impact to wastewater treatment capacity or TCPUD's existing commitments.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XIXd. Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Standard of Significance. A significant impact results if the Project generates solid waste in excess of state or local standards or the capacity of local infrastructure or would otherwise impair the attainment of solid waste reduction goals.

The final Project design and contract documents would encourage balancing of earthwork within the Project area and recycling of asphalt/concrete materials for incorporation with new construction materials. However, construction activities, including the removal of roadway asphalt, concrete, earthen soils, and general debris, may require disposal at a solid waste facility. Tahoe Truckee Sierra Disposal (TTSD) provides solid waste collection and disposal services in Tahoe City. Solid waste generated by Project construction would be transported to the Eastern Regional Landfill MRF and Transfer Station that is located approximately halfway between Truckee and Squaw Valley. The facility is permitted to receive 800 tons of material per day, and 832 vehicles per day, and is operated subject to a Solid Waste Facility Permit under the jurisdiction of the CalRecycle. Residual waste is consolidated and transported to the Lockwood Landfill in Nevada, which is a municipal solid waste facility located in Storey County, off of I-80, east of Sparks, Nevada. On average, the Lockwood Regional Landfill receives 5,000 tons of waste each day (NDEP 2017). The permitted combined disposal capacity of the landfill is approximately 265 million cubic yards. The Lockwood Regional Landfill has approximately 865.5 acres of Class I solid waste disposal area (municipal solid waste) and 40 acres of Class III solid waste disposal area (waste tires and certain types of construction waste) (NDEP 2017).

Both the Eastern Regional Landfill MRF and the Lockwood Regional Landfill have sufficient capacity to manage the growth anticipated in the TBAP, which considered the Project in the programmatic environmental documentation (Placer County and TRPA 2016). The Project, once constructed, would not generate a new source of solid waste requiring disposal. Because Project operations would not generate solid waste for disposal at a landfill and generation of solid waste would be temporary and intermittent over the course of a single

construction period, the Project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure, and potential Project impacts from the generation of solid waste would be less than significant.

Environmental Analysis: **Less than Significant Impact**.

Required Mitigation: **None.**

CEQA XIXe. Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Standard of Significance. Noncompliance with statutes and regulations regarding solid waste results in a significant impact as defined by TRPA RPU Goals and Policies, the County General Plan, and state (Title 14 and 27 of the California Code of Regulations) and federal solid waste handling and disposal regulations.

Refer to the analysis for CEQA XIXd, which concludes that the Project would create a less-than-significant impact to solid waste disposal. Refer to the analysis for CEQA IXa, which concludes that the Project would not involve the transportation of explosives, inhalation hazards, or radioactive materials and that the amount of hazardous materials necessary for Project implementation would not be substantial enough to create a significant hazard from routine transport, use, or disposal of hazardous materials during Project construction or operations and maintenance. Potential impacts during Project construction and operations would be reduced to a level of less than significant through compliance with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

21.2 TRPA Checklist Analysis – Utilities

TRPA 16a. Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to power or natural gas?

Standard of Significance. Substantial alteration to power or natural gas or the requirement for new systems by the Project results in a significant impact as defined by TRPA RPU Conservation Element. TRPA Code Section 32.6 requires that adequate electrical supply shall be served to structures intended for human occupancy.

The Project area is located within close proximity to existing electric and gas infrastructure, and therefore Project implementation would not require new or substantial alteration to existing power or natural gas systems. Furthermore the Project would construct no new structure intended for human occupancy.

Underground facilities exist within the Project area, typically located at the edge of existing pavement, buried at a depth of 3 to 4 feet. Costs associated with installation of new service connections to existing facilities would be the responsibility of the Project. Coordination with utility companies would follow accepted practices. To avoid significant grade changes for maintenance of minimum coverage depths for safety and compliance, during final design preparation, utilities would be located on the engineering plan sheets and depth to conduit, pipeline, or other facility would be confirmed. Prior to construction, the contractor would contact Underground Service Alert to ensure buried lines are properly located and marked and would provide utility companies with an accurate schedule noting when construction occurs in the vicinity of their facilities.

The County contractor would coordinate with utility companies, businesses and residents within and adjacent to the construction corridor prior to and during construction activities. This coordination would inform affected parties of the construction schedule and further identify measures to maintain access and service in the Project area to result in less-than-significant impacts to power and natural gas systems.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 16b. Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to communication systems?

Standard of Significance. The need for new systems or substantial alteration to communication systems as a result of the Project constitutes a significant impact, if new construction creates significant and immitigable environmental effects.

Communication lines within the Project area are below ground. Since facilities are below ground, detection and relocation in coordination with AT&T and Spectrum/Charter Communications is necessary. The Project would not result in additional commercial, tourist, or residential development, and would, therefore, create no impact to existing communication systems or result in the need for new communication systems. The Project would install no new communication facilities.

Environmental Analysis: **No; No Impact.**

Required Mitigation: **None.**

TRPA 16c. Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

Standard of Significance. Demand for service systems or expansion of existing facilities as a result of the Project constitutes a significant impact if maximum permitted capacities would be exceeded and new construction would create significant and immitigable environmental effects. TRPA Code Section 32.4 contains a basic water service requirement for projects proposing a new structures, reconstruction, or expansion of an existing structure, designed or intended for human occupancy, specifically directing that such projects shall have adequate water rights and water supply systems. If the local fire district has not adopted fire flow standards, Section 32.4.2 of the Code identifies minimum adequate fire flows based on land use type within the Tahoe Basin.

Refer to the analyses for CEQA XIXa, XIXb, XIXc, and XIXd, which analyze utilities and public service systems and conclude that the Project would create either no impact or that the Project includes appropriate and adequate compliance measures to reduce potential impacts to a level of less than significant. The Project would create no demand to water or wastewater systems requiring significant alterations to TCPUD systems. The Project would not require the use of water resources with the exception of what is necessary for dust control during construction and then operation of the public restroom facility, if installed. Project operations would not result in a need for new systems, or substantial alterations to utilize additional water at an amount that would exceed the maximum permitted capacity of the TCPUD water supply system, and would result in less than significant impacts to this service provider.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 16d. Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

Standard of Significance. Construction of new wastewater facilities or expansion of existing facilities as a result of the Project constitutes a significant impact if new construction creates significant and immitigable environmental effects. TRPA Code Section 32.5 directs that projects that would generate wastewater shall be

served by facilities for the treatment and export of wastewater from the Tahoe Basin. To be considered served, a service connection shall be required to transport wastewater from the parcel or project area to a wastewater treatment plant.

Refer to the analyses for CEQA XIXa, XIXb, XIXc, and XIXd, which analyze utilities and public service systems and conclude that the Project would create either no impact or that the Project would include appropriate and adequate compliance measures to reduce potential impacts to a level of less than significant. Specifically, the Project would create less than significant impacts to sewage treatment facilities.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 16e. Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to storm water drainage?

Standard of Significance: Construction of new stormwater drainage facilities or expansion of existing facilities as a result of the Project constitutes a significant impact if new construction creates significant and immitigable environmental effects.

Refer to the analysis for CEQA XIXa, which concludes that the Project would result in a less-than-significant impact to stormwater systems. The Project would install stormwater improvements for capture, conveyance and treatment of surface runoff from the Project area and would connect to the existing area-wide stormwater facility, and would not result in the need for new stormwater facilities or create substantial alteration to stormwater drainage.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 16f. Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to solid waste and disposal?

Standard of Significance. Construction of new solid waste systems or disposal sites constitutes a significant impact, if new construction creates significant and immitigable environmental effects. TRPA Code Chapter 33, Grading and Construction, applies to grading, excavation, filling, clearing of vegetation, or disturbance of the soil, and protection of vegetation during construction. In accordance with TRPA Code Section 33.3.4 the methods of disposal of solid or liquid materials, including soil, silt and clay, shall be reviewed and approved by TRPA.

Refer the analysis for CEQA XIXd and XIXe, which conclude that significant quantities of trash or solid waste would not be generated during Project construction or operations. The Project would not create the need for the development of new landfills or the need for additional collection equipment, personnel, or infrastructure.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

22.0 WILDFIRE

This section evaluates the Project's impacts on wildfire risk during construction and operations. **Table 36** identifies the level of significance of the impacts based on the CEQA Guidelines Appendix G: Environmental Checklist Form and indicates whether additional mitigation measures would be required to avoid, reduce, minimize, or otherwise mitigate potential impacts to a level of less than significant.

Table 36. Wildfire Impacts

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item – Wildfire				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
Substantially impair an adopted emergency response plan or emergency evacuation plan? (CEQA XXa)	☐	☐	☒	☐
Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (CEQA XXb)	☐	☐	☐	☒
Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (CEQA XXc)	☐	☐	☐	☒
Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (CEQA XXd)	☐	☐	☐	☒

22.1 CEQA Checklist Analysis

CEQA XXa. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Standard of Significance. A project that would substantially impair the execution of an adopted emergency response plan or emergency evacuation plan would result in a significant impact.

Refer to the analysis for CEQA IXf, which concludes that the Project would not result in increased population or density, and therefore would not adversely affect emergency response described in local, regional, and state emergency response and/or evacuation plans, including but not limited to the Placer County Emergency Operations Plan and the North Tahoe Fire Protection's planning process. Refer to the analysis for CEQA IXg, which concludes that the Project would not expose people or structures to a significant risk involving wildfires because the Project would not construct new aboveground structures, with the exception of a public restroom facility, if installed, or increase residential land-use densities. As a result, Project construction and operations would result in a less-than-significant impact on emergency response or evacuation plans.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XXb. Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Standard of Significance. Project actions that exacerbate wildlife risk and contribute to exposure of project occupants to pollutant concentration from wildfire or the uncontrolled spread of wildlife constitute a significant impact.

The Project would implement transportation, parking, and stormwater improvements, which by nature contain no permanent occupants. The Project would have no impact to wildfire risk and would create no change to potential pollutant concentrations from a wildfire or the uncontrolled spread of wildlife.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA XXc. Would the project require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Standard of Significance. Exacerbation of fire risk that may result in temporary or ongoing environmental impacts from project-associated infrastructure constitutes a significant impact.

The Project would implement transportation, parking, and stormwater improvements. Some existing underground utilities could be relocated and new service connections to existing public utilities would be installed; however, the Project would not necessitate the construction of new access roads, fuels breaks, emergency water sources, powerlines, or utilities. Additionally, the Project design would accommodate turning radius requirements for emergency response vehicles. As a result, the Project would result in no impact to wildfire risk.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

CEQA XXd. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Standard of Significance. Exposure of people or structures to significant risks of flooding or landslide, as a result of runoff, post-fire instability, or drainage changes, constitutes a significant impact.

Refer to the analysis for CEQA VIIc, which concludes that the Project would not increase the potential for on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, and the level of potential impact to create unstable soil conditions would be less than significant.

Environmental Analysis: **No Impact.**

Required Mitigation: **None.**

23.0 MANDATORY FINDINGS OF SIGNIFICANCE

This section presents the analyses for mandatory findings of significance. **Table 37** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 37. Mandatory Findings of Significance

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
CEQA Environmental Checklist Item				
Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (CEQA XXIa)	☐	☒	☐	☐
Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XXIb)	☐	☐	☒	☐
Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XXIc)	☐	☐	☒	☐
Will the Proposal:	**Yes**	**No, With Mitigation**	**Data Insufficient**	**No**
TRPA Initial Environmental Checklist Item				
Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? (TRPA 21a)	☐	☒	☐	☐
Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) (TRPA 21b)	☐	☐	☐	☒

Will the Proposal:	Yes	No, With Mitigation	Data Insufficient	No
TRPA Initial Environmental Checklist Item				
Does the Project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) (TRPA 21c)	☐	☐	☐	☒
Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)	☐	☐	☐	☒

23.1 CEQA Checklist Analysis

CEQA XXIa. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Standard of Significance. Substantial degradation of the quality of the environment constitutes a significant impact.

Impacts to the environment, including habitat for fish and wildlife species, populations of plants and animals, rare and endangered species, sensitive habitats, historical and cultural resources, hydrology, geology, and soils, have been evaluated as part of this IS/IEC. Potential environmental impacts would be temporary, intermittent and localized, and would cease after construction. The Project would implement project-specific construction controls, BMPs and RPMs compliance measures, as identified in Section 1.11, Compliance Measures, to adequately minimize the potential for cumulative impacts by installing appropriate measures to minimize stormwater runoff and avoid potential impacts to water quality, biological resources, cultural and tribal cultural resources. The Project would protect against a potential temporary release of a hazardous material and protect the safety of the public during construction activities through implementation of **Mitigation Measure HAZ-1** and avoid potential, short-term impacts to groundwater during construction through implementation of **Mitigation Measure Land-1.**

The Project location, design and compliance measures and implementation of recommended mitigation measures would ensure that the Project's individual contribution to cumulative effects would not be cumulatively considerable. The purpose of the Project is to make improvements to the Project area and meet the various goals of the County's General Plan, TBAP, TRPA RPU and RTP. Improvements include stormwater management, ATP connectivity improvements, redistribution of vehicle-based transportation, and increased pedestrian and cyclist access throughout the Tahoe City Town Center. The anticipated effects from the Project are expected to be overall beneficial to the environment. Analyses conclude that the Project would not substantially degrade the quality of the environment. The Project would not have the potential to degrade the quality of the environment substantially; reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory.

Environmental Analysis: **Less than Significant Impact with Mitigation.**

Required Mitigation: **HAZ-1: Conduct Soil Testing for PCE Prior to Construction Contracting**

LAND-1: Complete TRPA Soils/Hydro Report and Incorporate Recommendations into Subsequent Project Engineering Designs

CEQA XXIb. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Standard of Significance. When the Project's incremental contribution is "cumulatively considerable" to the environmental resource, a significant impact could result. The projects that could have a cumulative impact on the resources in the Project area when considered incrementally with the Project are referred to as "related projects."

Two approaches to a cumulative impact analysis are provided in CEQA Guidelines. Section 15130(b)(1): (1) the analysis can be based on a list of past, present, and reasonably foreseeable probable future projects producing closely related impacts that could combine with those of a project, and (2) a summary of projections contained in a general plan or related planning document can be used to determine cumulative impacts. The following factors were used to determine an appropriate list of individual projects to be considered in this cumulative analysis:

- Similar Environmental Impacts - A relevant project contributes to effects on resources that are also affected by the project. A relevant future project is defined as one that is "reasonably foreseeable," such as a project for which an application has been filed with the approving agency or whose funding has been approved.
- Geographic Scope and Location - A relevant project is one within the geographic area where effects could combine. The geographic scope varies on a resource-by-resource basis. For example, the geographic scope for evaluating cumulative effects on air quality consists of the affected air basin.
- Timing and Duration of Implementation - Effects associated with activities for a relevant project (e.g., short-term construction or long-term operations) would likely coincide with the related effects of the project.

Table 38 identifies a list of past, present, and reasonably foreseeable future projects that have occurred or are planned to occur in the vicinity of the Project area. The table identifies the name of the related project, a brief description, project status, agencies contacted, and documents referenced. The present or reasonably foreseeable, probable future projects considered in this cumulative analysis are those projects located in Basin in Placer County the northern portion of the Lake Tahoe Basin and that have been identified as having potential effects on environmental resources. **Table 38** identifies the related projects in the cumulative effects analysis based on these following criteria:

- The project is reasonably foreseeable, because it has an identified lead agency, and has initiated CEQA, TRPA, and/or National Environmental Policy Act (NEPA) environmental review or other regulatory procedures.
- The information available defines the project in adequate detail to allow meaningful analysis.
- The project could affect resources potentially affected by the Placer County Downtown Access Improvement Project.

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
TRPA	Shoreline Plan	TRPA has prepared a set of policy concepts to guide resource management and development within the shorezone and lakezone of Lake Tahoe. These concepts and Code provisions are referred to as the Shoreline Plan. The Shoreline Plan would involve amendments to sections of the TRPA Code that address uses and development in the shorezone of Lake Tahoe, and related amendments to TRPA Code Chapters.	Planning; Future
TRPA	Regional Transportation Plan	The Regional Transportation Plan lays out the steppingstones for achieving that system. Corridor planning is key in the plan's approach. It coordinates projects, services, and roadway management throughout the Region's six main travel corridors to accelerate Regional Transportation Plan implementation. It also identifies committed champions to spearhead needed improvements and ensure that plans for long-term operations and maintenance are in place. Tahoe's transportation system will be achieved over the next 25 years through three steps: • By 2025, strengthening the existing transportation system to ensure foundational transit services and trails infrastructure are in place for all travelers in Tahoe, from the Everyday traveler who relies on the system to get to work, to the Discover Tahoe traveler and their interest in visiting the most popular recreation sites, and for the Visit Tahoe traveler who will be confident that enjoying Tahoe is possible without a car. • By 2035, the foundation will be built stronger and expanded to provide more for all travelers in Tahoe: More transit routes, more frequent transit service, more travel options with completed and continuous path and sidewalk routes to popular destinations, and more programs to support commuters, recreation users, and help visitors make more informed transportation choices. • By 2045, the expanded foundation of the prior two steps will be connected to neighboring communities and the broader	Current; Draft EIS

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
		Mega-region to meet the travel needs of recreationists who visit Tahoe for the day, and visitors to the Region from larger cities and connecting airports.	
TRPA, Various	Active Transportation Plan 2026-2035	The ATP identifies regional bicycle and pedestrian improvements form the Active Transportation Plan 2026-2035	Planning; Future (2026-2035)
TRPA/USDA Forest Service/California Tahoe Conservancy	Lake Tahoe West Restoration Project	The Lake Tahoe West Restoration Project comprises approximately 59,000 acres, including nearly all the western portion of the Lake Tahoe Basin in El Dorado and Placer Counties, California. The Project Area consists of multiple land ownerships, including 44,270 acres of National Forest System lands managed by the LTBMU, 8,950 acres of state-owned and managed lands, and 5,800 acres of private or local government lands. The proposed action would involve implementing restoration treatments to meet the purpose and need outlined above. Proposed actions are described below and include: forest thinning; TRPA Basin-Wide Code Amendment; Biomass utilization and removal; prescribed burning; forest habitat restoration; Project-Specific Forest Plan Amendment (Protected Activity Centers); reforestation; meadow and aspen restoration; aquatic habitat restoration; stream restoration; road and stream crossing actions; Forest Plan Amendment (Roads in Backcountry); and temporary forest closures and access considerations.	Planning; Future (2021 – Unknown)
Placer County	Resort Triangle Transportation Plan	The Resort Triangle is generally defined as the area shaped by SR 89, SR 267 and SR 28 in eastern Placer County and at the northern side of the Tahoe Basin. During peak visitor seasons, vehicle congestion and delay overwhelm the corridors (i.e., SR 89, SR 267, and SR 28) that connect commercial town centers and recreational areas. Those same key corridors also serve as main streets in the town centers and regional routes into and out of the area. The Plan makes recommendations for transportation projects and programs to further enhance the Resort Triangle by reducing reliance on travel in single or low occupancy vehicles.	Planning, Future (2021-Unknown)

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
Placer County	Tahoe City Lakeside Trail Missing Link	The Tahoe City Lakeside Trail Missing Link Project will construct 0.5 miles of Class I bike trail from Fanny/Bridge/Dam through central Tahoe City.	Planning, Future (2021-2025)
Placer County	Class I Bike Trail along State Route 28 from Preston Field to Northwood Blvd	This Project will construct a Class I bike trail along the north side of SR 28 (Tahoe Boulevard) in Incline Village Preston Field to Northwood Blvd.	Planning; Future (2021-2025)
Placer County	Brockway Vista Multi-use Trail	This Project will construct a Class I bike trail in Kings Beach, California.	Planning, Future (2026-2035)
Placer County	North Tahoe Regional Bike Trail	This Project will implement 7 miles of Class 1 bike trail that will link the Dollar Hill Multi-use Trail with the North Tahoe Regional Park.	Planning; Future (2036-2045)
Placer County	Kings Beach Western Approach	This project will address SR 267 and SR 28 in Kings Beach conversation of signal to roundabout.	Planning; Future (2021-2025)
Various	Active Transportation Plan	Implementation of Regional Bicycle and Pedestrian Improvements from the ATP	Planning; Future (2026-2035 and 2036-2045)
Placer County	Snow Creek Restoration	This Stream Environment Zone (SEZ) Restoration Project produced approximately 1.1 acres of restored SEZ and 2 acres of restored uplands and removed TRPA-verified land coverage that was banked	Complete
Placer County	Tahoe City Mobility Project	Commercial Core Pedestrian Circulation and Parking	Planning; Future (2021-2025)
Placer County	Downtown Access Improvement Project – Additional ingress/egress driveways	Additional ingress/egress to the Grove Street public parking facility maybe considered should owners of commercial properties of APNs 094-080-004 and 094-080-010, currently excluded from the Tahoe City Downtown Access Improvement project area, initiate connections with Placer County in the future.	Conceptual; Future (Undetermined)

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
Placer County/TCPUD	Lakeside Trail	The award-winning Lakeside Trail has one remaining gap which forces users either back to SR 28 or through a private parking lot. A series of alternatives were developed as part of the TCMP, evaluated and put before the community to give Placer County and TCPUD direction on their efforts to complete the missing link and create a true, integrated trail network that encourages biking and walking.	Planning; Future (2021-2025)
Placer County	Dollar Creek Shared Use Trail	This project constructs a Class 1 Multi-use trail between dollar Point and Fulton Crescent Drive	Complete
Placer County/TCPUD	Various Bike Trails	Placer County and TCPUD have completed various sections of regional Class 1 multi-use trails, Class 2 bike lanes, Class 3 bike routes and sidewalks, as outlined in Appendix H, Existing Active Transportation Facilities, of the TRPA ATP	Complete (before 2006 to 2018)
Placer County	Adaptive Traffic Management on SR 89 and SR 267 Phase 1A and 1B	Placer County, as the lead implementer, will coordinate with Caltrans and the Town of Truckee to adaptively manage basin entry roads of SR 89 and SR 267.	Planning; Future (2021-2025)
Placer County	Improved Parking Management and Wayfinding's in Tahoe City	This project will implement mobility infrastructures and wayfinding signage following the completion of the Tahoe City Downtown Access Improvements Project.	Planning; Futures (2021-2025)
Placer County	Intelligent Mobile Observation (Highway)	Placer County, as the lead implementer, will coordinate with Caltrans and the Town of Truckee to adaptively manage basin entry roads of SR 89 and SR 267.	Planning; Future (2036-2045)
Placer County	TART Transit Operations - Phase 2025, Phase 2035, Phase 2045	This project provides funds for TART's transit planning, operations, maintenance and administration in Placer County, CA and Washoe County, NV	Planning; Future (2021-2025, 2026-2035, 2036-2045)
Placer County	TART Phase 2025, Phase 2035 and Phase 2045 Transit Capital Enhancements and Fleet Replacement	This project provides funds for TART's transit capital enhancements and fleet replacement	Planning; Future (2021-2025, 2026-2035, 2036-2045)
Private	Supplemental Transit Services Phase 2025, Phase 2035, Phase 2045	This project seeks private funding to provide for publically available micro shuttles, on de3mand shuttles, and regional services to be privately or publically operated.	Planning; Future (2021-2025, 2026-2035, 2036-2045)

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
Private	North Shore Water Taxi Project Phase 2035	This project will implement a public-private partnership similar to the existing South Shore Water Taxi and will provide companion services to Crosslake Ferry	Planning; Future (2026-2045)
Private	Lake Tahoe Waterborne Ferry Project	This project develops a north/south transit connection for Lake Tahoe with a passenger ferry service.	Planning; Future (2036-2045)
Private	Tahoe City Lodge	Tahoe City Lodge Project includes a proposal to redevelop an existing commercial complex into a 118-unit lodge resort with building heights ranging from two to four stories. The main lodge building fronting SR 28 will be three stories tall with rooftop amenities. In addition to tourist units, the lodge buildings will include a ground-floor restaurant and lobby area, and a rooftop terrace with a swimming pool and bar. The project also involves improvements on the Tahoe City Golf Course that include golf course enhancements, clubhouse expansion and relocation, shared-use parking, and stream environment zone (SEZ) restoration. The project site, excluding the SEZ restoration area, is about 3.9 acres. The restoration components include restoration of 1.7 acres of impaired SEZ lands.	Current
Private	Boulder Bay	This project, a TRPA Community Enhancement Program project, was approved at the TRPA Governing Board's April 2011 meeting. Many years in the planning, the project will replace the aging Tahoe Biltmore Casino in Crystal Bay, NV with an eco-friendly, mixed-use resort that will significantly reduce stormwater pollution and vehicle emissions associated with the site. Once complete, the Boulder Bay site will include a mix of whole ownership condos, hotel units, affordable housing, a small casino, a health and wellness spa, retail and dining space, pedestrian and transit improvements, and a 4-acre community park. In addition, the project plans to pursue LEED certification, a global standard for green building techniques.	Current
Placer County	Tahoe City Complete Streets Highway Improvements	This project will implement Tahoe City RSA improvements recommendations, including Grove Street, pushed to start in 2026	Planning; Future (2026)

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
Placer County	SR 89/Fanny Bridge Community Revitalization Project	The TTD, TRPA, and Federal Highway Administration (FHWA) conducted improvements to resolve the existing and future traffic congestion at the wye intersection of State Route (SR) 28 and SR 89, enhance multi-modal options, improve safety and access, and address the long-term structural integrity of the Truckee River Bridge #19-0033 (locally known as "Fanny Bridge"). The SR 89/Fanny Bridge Community Revitalization Project is located in Tahoe City, Placer County, California. The project site includes approximately 0.7 mile of SR 28 and 0.6 mile of SR 89. The improvements are designed to enhance motorized and non-motorized mobility, reduce traffic congestion, accommodate anticipated future increases in traffic, increase access across the Truckee River, address existing pedestrian and traffic safety concerns, and encourage revitalization of the local Tahoe City community.	Complete
Placer County	SR 89/Fanny Bridge Community Revitalization Project Phase 2	This project implements the Corridor Plan for the Resort Triangle, including parking management, TDM, shuttles SR 89, SR 2678, SR 28	Planning; Future (2021-2025)
Placer County	Streets and Roads Operations and Maintenance Program	Placer County conducts annual, on-going streets and roads operations and maintenance.	Current; Ongoing (2021-2045)
Placer County	Bike and Pedestrian Facilities Operations and Maintenance	Placer County conducts annual, ongoing bike and pedestrian facilities operations and maintenance.	Current; Ongoing (2021-2045)
Placer County/Caltrans	SR 28/Grove Street Intersection Improvements	This project will implement intersection improvements at Grove Street and SR 28.	Current, Design (2021-2025)
Placer County/Caltrans	SR 28/North Shore Boulevard Intersection Improvements	This project will implement intersection improvements along SR 28/North Shore Boulevard.	Current, Design (2021-2025)
Private	Brockway Campground	The project proposal includes a 550-site campground with a mix of tent sites, camper sites and eco shelters and accessory amenities. The project is located within PAS Martis Peak (019) and Watson Creek (013) where developed campgrounds are	Planning, Future (Unknown)

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
		permissible. The project's proposed density is 5 sites/acre.	
TRPA/USDA Forest Service/California Public Utilities Commission	CalPeco Electrical Lines Upgrade	The California Pacific Electric Company (CalPeco) dba Liberty Utilities conducted upgrades to power lines in Northeastern Placer County and southeastern Nevada County, California. The lines serve approximately 49,000 customers in the north and south shores of Lake Tahoe. These major transmission lines serve the areas of Northstar, Kings Beach, Tahoe City and Squaw Valley and are some of the oldest in the State of California.	Complete
TRPA/California Department of Parks and Recreation	Kings Beach State Recreation Area and Pier	The project is a General Plan revision for KBSRA and the Conservancy plaza parcel by DPR and approval for reconstruction of the Kings Beach Pier that complies with all applicable TRPA and state laws, planning guidelines, policies, and regulations. The existing General Plan was approved in 1980 and only addresses 6.82 acres of the park/beach lands. At the time, the plaza area was occupied by dilapidated commercial buildings and the boat ramp/parking was owned and operated by the California Department of Boating and Waterways (DBW; now the Division of Boating and Waterways, a branch of DPR). The boat ramp and associated parking will be added to the KBSRA with the General Plan revision. The plaza will also be covered by the General Plan. A General Plan revision is necessary to incorporate the additional areas formerly owned by DBW and those areas within the KBSRA General Plan planning boundary owned by the Conservancy. The revised General Plan will also provide a long term and comprehensive framework for the management of the 13.91 acres that it covers.	Planning: Future (Unknown)
TCPUD	Class I Bike Trail from Sunnyside to the Intersection of Lower Sequoia & SR 28	This Project will construct a Class I Bike Trail from Sunnyside to the Intersection of Lower Sequoia and SR 28.	Planning; Future (2021-2025)

Table 38. List of Related Projects in Vicinity of the Project Area – North Lake Tahoe Basin

Agency	Project Title	Description	Status
TCPUD	Upper Truckee River Class 1 Trail Widening - Tahoe City to Squaw Valley	This project will widen the existing Class 1 multi-use trail between Tahoe City and Squaw Valley	Planning; Future (2021-2025)
TCPUD	Class 1 Bike Trail from Sunnyside to the Intersection of Lower Sequioa and SR 28	This project will construct a Class I Bike Trail from Sunnyside to the Intersection of Lower Sequoia & State Route 28	Planning; Future (2021-2025)
TCPUD	Bike and Pedestrian Facilities Operations and Maintenance	TCPUD conducts annual, on-going operations and maintenance of existing bike and pedestrian trail system in North Lake Tahoe.	Current; Ongoing (2021-2045)
Caltrans	Caltrans Tahoe City Maintenance Station	SR 89 near Tahoe City, at the Caltrans Tahoe City Maintenance Station, a new dormitory building will be constructed.	Planning; Future (2026-2045)
Caltrans	Emergency Roadway Repair Program	Emergency roadway repairs are conducted as necessary in Placer County and El Dorado County state-managed roadways	Current; Ongoing (2021-2035)
Tahoe Transportation District	SR 28 Parking Lot Information and Guidance System Integration/Parking Lot Detection System	This project implements real-time parking availability information via roadside dynamic message signs, internet applications and mobile devices.	Planning; Future (2021-2025)
Tahoe Transportation District	Tahoe Basin Transportation Smartphone Application Pilot	This project develops smartphone applications to enhance traveler information dissemination.	Current; Completion in 2021-2025)
Tahoe Transportation District	TTD Transit Operations - Phase 2025, Phase 2035, Phase 2045	This project will provide funding for TTD's transit planning, operations, maintenance and administration regionally.	Planning; Future (2021-2025,2026-2035, 2036-2045)
TRPA	Mobility Hub and Transit Center Operations	This project supports regional mobility hubs and transit center operations in Incline, Truckee, South Y, Emerald Bay, Meyers, Squaw, Homewood, Mt Rose, Spooner, Sierra, Zephyr, Stateline and Heavenly Mountain Resort's Cal Base	Planning; Future (2021-2025)

Source: TRPA ATP, RTP, and EIP; TBAP; TCMP; and Placer County Capital Improvement Program

Refer to the analysis for CEQA XXIa, which concludes that the Project is expected to be cumulatively beneficial through improved stormwater management and quality of runoff ultimately entering water bodies. The expanded regional ATP system would also be beneficial in the long term to the residents and visitors of the Lake Tahoe's north shore, providing for alternative routes of transportation for non-motorized travel throughout the Tahoe City Town Center. Additionally, the Project location and design and the implementation of adequate

and appropriate compliance measure would avoid and minimize the potential for Project contribution to any significant cumulative impacts.

The Project would result in no impacts that are individually limited but that would be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects in the vicinity of the Project area. Other projects may occur in Placer County and Lake Tahoe's north shore; however, impacts would not be cumulatively considerable when evaluated in the context of the proposed Project's limited environmental effects during operations and the short duration of construction activities.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

CEQA XXIc. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Standard of Significance. Project environmental effects that cause direct or indirect substantial adverse effects to humans create a significant impact.

As analyzed in this IS/IEC, the Project would not result in environmental effects that would case substantial adverse direct or indirect effects on human beings. The Project would positively affect humans through improvement of the regional ATP network, providing safer and more convenient alternatives to the automobile, and installing stormwater improvements for removal of fine sediments and other water quality pollutants. The Project's resultant impacts would be considered less than significant under the provisions of CEQA.

Environmental Analysis: **Less than Significant Impact.**

Required Mitigation: **None.**

23.2 TRPA Checklist Analysis

TRPA 21a. Will the proposal have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of Nevada or California history or prehistory?

Standard of Significance. Substantial degradation of the quality of the environment constitutes a significant impact.

Refer to the analysis for CEQA XXIa, which concludes that the Project would not substantially degrade the quality of the environment. The Project would not significantly degrade the quality of the environment substantially; reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California or Nevada history or prehistory. The Project would protect against a potential temporary release of a hazardous material and protect the safety of the public during construction activities through implementation of **Mitigation Measure HAZ-1** and avoid potential, short-term impacts to groundwater during construction through implementation of **Mitigation Measure Land-1.**

Environmental Analysis: **No, with Mitigation; Beneficial Impact.**

Required Mitigation: **HAZ-1: Conduct Soil Testing for PCE Prior to Construction Contracting**

LAND-1: Complete TRPA Soils/Hydro Report and Incorporate Recommendations into Subsequent Project Engineering Designs

TRPA 21b. Will the proposal have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future).

Standard of Significance. A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.

Short-term impacts would be related to construction activities. Long-term impacts would be beneficial because the Project would improve stormwater, transportation, and bike and pedestrian system connectivity and safety. Refer to the analysis for CEQA XXI and TRPA 21a, which conclude that the Project would not significantly degrade the quality of the environment substantially, neither in the short nor long-term.

Environmental Analysis: **No; Less than Significant Impact.**

Required Mitigation: **None.**

TRPA 21c. Will the proposal have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

Standard of Significance. Individually limited project impacts that may overlap or combine to create a cumulative impact constitute a significant impact.

No cumulatively considerable impacts resulting from the Project were identified during analyses. Refer to the analysis for CEQA XXIb, which concludes the level of impact would be less than significant. The Project would result in no impacts that are individually limited but that would be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects in the vicinity of the Project area. Other projects may occur in Placer County and Lake Tahoe's north shore; however, impacts would not be cumulatively considerable when evaluated in the context of the proposed Project's limited environmental effects during operations and the short duration of construction activities.

Environmental Analysis**: No; Beneficial Impact.**

Required Mitigation: **None.**

TRPA 21d. Will the proposal have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

Standard of Significance.

Refer to the analysis for CEQA XXIc, which concludes the level of impact to humans would be less than significant. No substantial adverse effects to the environment or persons were identified in the IS/IEC analyses. Direct and indirect effects on the environment would not cause substantial adverse effects on human health.

Environmental Analysis: **No; Less than Significant.**

Required Mitigation: **None.**

24.0 DRAFT MITIGATION MONITORING AND REPORTING PLAN

24.1 Introduction

In accordance with CEQA, the County prepared an IS/MND that identifies adverse impacts related to construction activity for the Project. The MND also identifies Project-specific mitigation measures that would avoid, reduce, minimize or otherwise mitigate these Project-level impacts to a level of less than significant.

Section 21081.6 of the PRC and Sections 15091(d) and 15097 of the State CEQA Guidelines require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Plan (MMRP) is required because the MND for the Project identified potentially significant adverse impacts related to construction activity, and mitigation measures have been identified to mitigate those impacts.

Adoption of the MMRP would occur along with approval of the Project.

24.2 Purpose of Mitigation Monitoring and Reporting Plan

This MMRP has been prepared to ensure that required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during construction of the Project, as required. The MMRP may be modified by Placer County, the CEQA Lead Agency and Project applicant, during Project implementation, as necessary, in response to changing conditions or other refinements. **Table 39** has been prepared to assist the responsible parties in implementing the MMRP. The table identifies the category of significant environmental impact, individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the MND. Revisions to mitigation measures that were necessary as a result of responding to public and agency comments have been incorporated into this MMRP.

24.3 Roles and Responsibilities

Unless otherwise specified herein, the construction contractor is responsible for taking the actions necessary to implement the mitigation measures according to the specifications provided for each measure and for demonstrating to Placer County that the action has been successfully completed.

Placer County would be responsible for overall administration of the MMRP and for verifying that the construction contractor has completed the necessary actions for each measure. Placer County would designate a project manager to oversee the MMRP during the construction period. Duties of the project manager include the following:

- Ensure that routine inspections of the construction site are conducted by appropriate County staff; check plans, reports, and other documents required by the MMRP; and conduct reporting activities.
- Serve as a liaison between Placer County and the construction contractor regarding mitigation monitoring issues.
- Complete forms and maintain reports and other records and documents generated by the MMRP.
- Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The construction contractor would identify the staff members responsible for coordinating with Placer County on the MMRP.

24.4 Mitigation Monitoring Reporting

Placer County would prepare an annual monitoring report on compliance with the required mitigation measures for the year of construction (inclusive of the first rainy season following construction). The report would be designed to simply and clearly identify whether mitigation measures are being, or have been, adequately implemented. At a minimum, each report would identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required.

24.5 Mitigation Monitoring Plan Table

The annual report submitted would verify the implementation of mitigation measures. The MMRP, **Table 39**, that follows would be used to guide Placer County in their evaluation and be the basis for annual reporting.

The column categories identified in the MMRP table are described below:

- **Mitigation Number.** This column lists the mitigation measures by number.
- **Mitigation Measure.** This column provides the text of the mitigation measures identified in the IS/MND.
- **Timing/Schedule.** This column lists the time frame in which the mitigation would take place.
- **Implementation Responsibility.** This column identifies the entity responsible for complying with the requirements of the mitigation measure. In most cases, the construction contractor would be responsible for conforming to the mitigation measure.
- **Implementation and Verification.** These columns are for verifying compliance. The "Monitoring Action" column describes the type of action taken to verify implementation. The "Date Completed" column is to be dated and initialed by the County Engineer, or his/her designee, based on the documentation provided by the construction contractor, its agents (qualified individuals), or through personal verification by Placer County staff.

Table 39. Mitigation Monitoring and Reporting Plan

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring/ Action	Date Completed
AESTHETICS (CEQA) AND SCENIC RESOURCES/COMMUNITY DESIGN & LIGHT AND GLARE (TRPA)					
There are no potentially significant impacts related to aesthetics and scenic resources.					
AGRICULTURE & FORESTRY					
There are no potentially significant impacts related to agriculture.					
AIR QUALITY					
Potential Project effects related to air quality would be avoided, reduced, or minimized through implementation of the air quality resource compliance measures detailed in Section 1.11 of the Project Description.					
BIOLOGICAL RESOURCES (SEZ, WETLANDS, VEGETATION & WILDLIFE)					
Potential Project effects related to biological resources would be avoided, reduced, or minimized through implementation of the biological resource compliance measures detailed in Section 1.11 of the Project description.					
CULTURAL & TRIBAL RESOURCES (CEQA) AND ARCHAEOLOGICAL & HISTORICAL RESOURCES (TRPA)					
Potential Project effects related to cultural and tribal cultural resource would be avoided through implementation of the cultural resource compliance measures detailed in Section 1.11 of the Project description**.**					
ENERGY (CEQA) AND NATURAL RESOURCES (TRPA)					
There are no potentially significant impacts related to energy or natural resources.					
GEOLOGY & SOILS (CEQA) AND LAND (TRPA)					
Potential Project effects related to geology and soils will be avoided through implementation of the soil and water resource compliance measures detailed in Section 1.11 of the Project description. Because the potential exists to intercept seasonal high groundwater during construction, Mitigation Measure LAND-1 shall be implemented to comply with TRPA required findings to avoid, reduce and minimize the potential to intercept groundwater.					
LAND-1	**Complete TRPA Soils/Hydro Report and Incorporate Recommendations into Subsequent Project Engineering Designs:** *Excavations in excess of five feet in depth or where there exists a reasonable possibility of interference or interception of a water table shall be prohibited by TRPA Code Section 33.3.6.B, Excavations, unless TRPA finds that:* *1. A soils/hydrologic report prepared by a qualified professional, which proposed content and methodology has been reviewed and approved in advance by TRPA, demonstrates that no interference*	**Prior to Development of Final Engineering Design**	**Placer County**		

Table 39. Mitigation Monitoring and Reporting Plan

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring/ Action	Date Completed
	or interception of groundwater will occur as a result of the excavation; *2. The excavation is designed such that no damage occurs to mature trees, except where tree removal is allowed pursuant to subsection 33.6.5: Tree Removal, including root systems and hydrologic conditions of the soil. To ensure the protection of vegetation necessary for screening, a special vegetation protection report shall be prepared by a qualified professional identifying measures necessary to ensure damage will not occur as a result of the excavation; and* *3. Excavated material is disposed of pursuant to subsection 33.3.4: Disposal of Materials, and the project area's natural topography is maintained pursuant to subparagraph 36.5.1.A. If groundwater interception or interference will occur as demonstrated by a soils/hydrologic report prepared by a qualified professional, then the excavation can be made as an exception pursuant to TRPA Code subparagraph 33.3.6.A.2, provided measures are included in the project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the project area as surface flow.*				
GREENHOUSE GAS EMISSIONS					
There are no potentially significant impacts related greenhouse gas emissions.					
HAZARDS & HAZARDOUS MATERIALS (CEQA) AND RISK OF UPSET & HUMAN HEALTH (TRPA)					
Potential Project effects related to hazards and hazardous materials will be avoided through implementation of the hazardous materials compliance measures detailed in Section 1.11 of the Project description. Because the presence of PCE in soils beneath the Project area is currently unknown, Mitigation Measure HAZ-1 shall be implemented to avoid, reduce and minimize the potential to release a hazardous material (i.e., PCE) into the environment during Project construction.					

Table 39. Mitigation Monitoring and Reporting Plan

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring/ Action	Date Completed
HAZ-1	**Conduct Soil Testing for PCE Detection Prior to Construction Contracting:** *During geotechnical investigations conducted to inform subsequent engineering designs, soil samples shall be collected in the areas of maximum excavation depths and tested for the presence of PCE. Should PCE be detected above Lahontan Water Board maximum concentration levels (MCLs), contaminated soils shall be removed, disposed of per the specification of the Lahontan Water Board and TRPA. Should PCE be detected at levels below the Lahontan Water Board MCLs, the County shall disclose these detections and concentration levels during construction contracting and the construction contractor shall be required to have adequate Occupational Safety and Health Administration (OSHA) certifications and employ adequate personal protection equipment during construction.*	**Prior to Project Construction Contracting**	**Placer County**		
HYDROLOGY & WATER QUALITY					
Potential Project effects related to hydrology, water quality, and groundwater would be avoided through implementation of the soil and water resource compliance measures detailed in Section 1.11 of the Project description.					
LAND USE & PLANNINIG					
There are no potentially significant impacts related to land use and planning.					
MINERAL RESOURCES (CEQA) & NATURAL RESOURCES (TRPA)					
There are no potentially significant impacts related to mineral resources.					
NOISE					
Potential Project effects related to noise would be avoided through implementation of the noise compliance measures detailed in Section 1.11 of the Project description.					
POPULATION & HOUSING					
There are no potentially significant impacts related to population and housing.					
PUBLIC SERVICES					
There are no potentially significant impacts related to public services.					

Table 39. Mitigation Monitoring and Reporting Plan

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring/ Action	Date Completed
RECREATION					
Potential Project effects related to recreation uses will be avoided through implementation of the recreational resource compliance measures detailed in Section 1.11 of the Project description.					
TRANSPORTATION (CEQA) AND TRAFFIC & CIRCULATION (TRPA)					
Potential Project effects related to traffic would be avoided through implementation of the traffic compliance measures detailed in Section 1.11 of the Project description.					
UTILITIES & SERVICE SYSTEMS (CEQA) AND ENERGY & UTILITIES (TRPA)					
There are no potentially significant impacts related to utilities and service systems.					
WILDFIRE (CEQA)					
There are no potential significant impacts related to wildfire.					

25.0 REFERENCES

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APPENDIX

A

TAHOE CITY DOWNTOWN ACCESS ENGINEERING PLAN SET

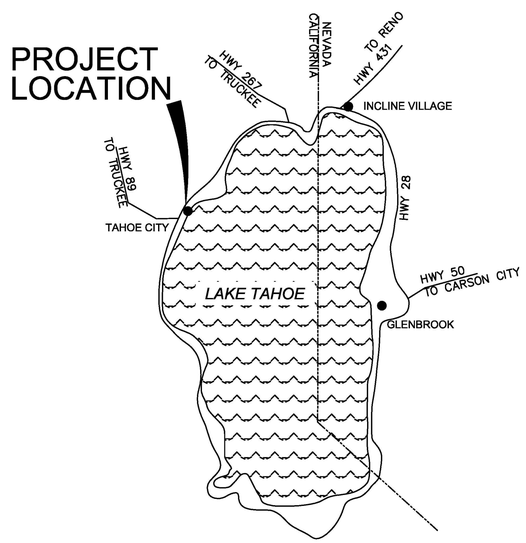
TAHOE CITY DOWNTOWN ASSOCIATION

TAHOE CITY DOWNTOWN ACCESS

TAHOE CITY, PLACER COUNTY, CALIFORNIA

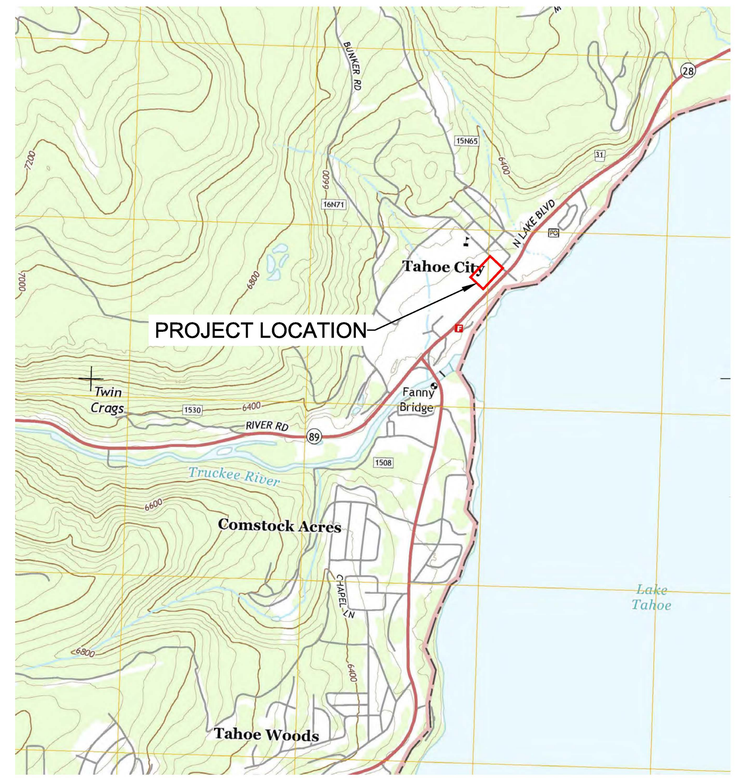
EIP NO. XX.XX.XX.XX

PWP NO. XXX



VICINITY MAP

NTS



PROJECT LOCATION MAP

NTS

APPROVED BY:

APPROVED BY: BRIAN McRAE, P.E.
ENGINEER OF RECORD
CARDNO, INC.
STATE OF CALIFORNIA NO. XXXXXX

XXXXX
DATE

APPROVED BY: XXXXXXX
XXXXXXXX

DATE

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TITLE SHEET
TAHOE CITY DOWNTOWN ACCESS
TAHOE CITY DOWNTOWN ASSOCIATION
PLACER COUNTY, CALIFORNIA

#	DATE	DESCRIPTION	BY

FOR INFORMATION ONLY

DATE	10/2020
DRAWN	SD
DESIGNED	SD
CHECKED	BM
PROJECT #	E320401800

SHEET TITLE
i

SHEET NUMBER
1

LAND USE # ####

SHEET LIST TABLE		
SHEET NUMBER	SHEET NAME	SHEET TITLE
1	i	TITLE SHEET
2	ii	INDEX & NOTES SHEET
3	BMP-1	BMP SHEET 1
4	P-1	PLAN SHEET 1
5	G-1	GRADING SHEET 1
6	D-1	DETAIL SHEET 1

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INDEX & NOTES SHEET
TAHOE CITY DOWNTOWN ACCESS
TAHOE CITY DOWNTOWN ASSOCIATION
PLACER COUNTY, CALIFORNIA

#	DATE	DESCRIPTION	BY

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DATE	10/2020
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CHECKED	BM
PROJECT #	E320401800

SHEET TITLE
ii

SHEET NUMBER
2

LAND USE # ####

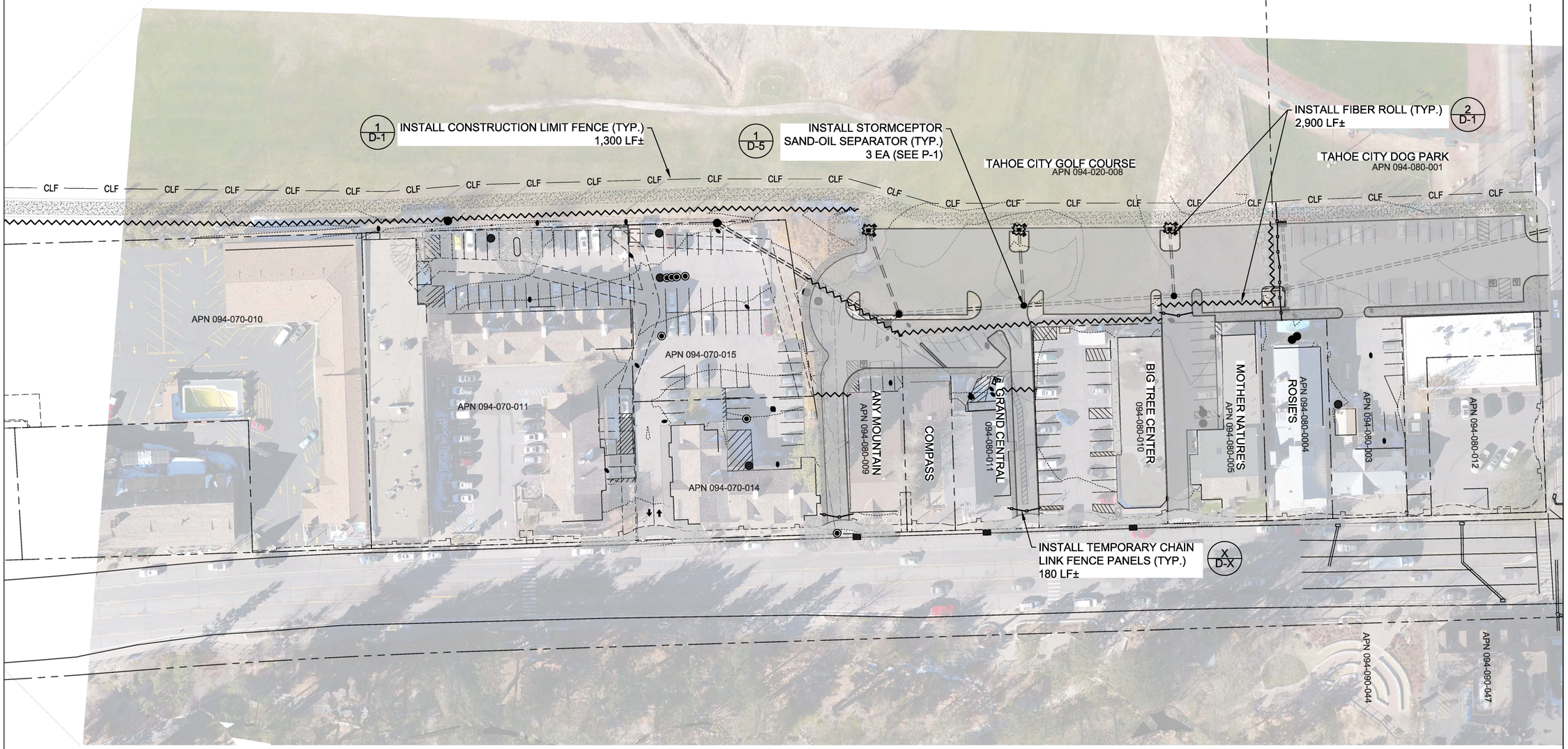
LEGEND

CLF — CONSTRUCTION LIMIT FENCE

FIBER ROLL

STORMCEPTOR

CHAIN LINK FENCE



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BMP SHEET 1
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DATE	10/2020
DRAWN	SD
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CHECKED	BM
PROJECT #	E320401800

SHEET TITLE
BMP-1

SHEET NUMBER
3

LAND USE # ####

QUANTITIES	
EX. PARKING AREA SPACES	61 UNIT
PR. PARKING SPACES (TOTAL)	96 UNIT

LAND COVERAGE AREAS	
TOTAL PARCEL AREA	*UNKNOWN
ALLOWABLE COVERAGE (1% OF TOTAL)	*UNKNOWN
EXISTING COVERAGE	30,990 SF
PROPOSED COVERAGE	34,810 SF
COVERAGE TO BE RELOCATED	9,060 SF

NOTES:
1. ESTIMATED DEPTH OF EXISTING STORMDRAIN PIPE IS 7 FEET.
2. ESTIMATED MAX DEPTH OF PROPOSED TREATMENT VAULTS IS 12 FEET.

0 20 40

####

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PLAN SHEET 1
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#	DATE	DESCRIPTION	BY

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DATE	10/2020
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SHEET TITLE
P-1

SHEET NUMBER
4

LAND USE # ####

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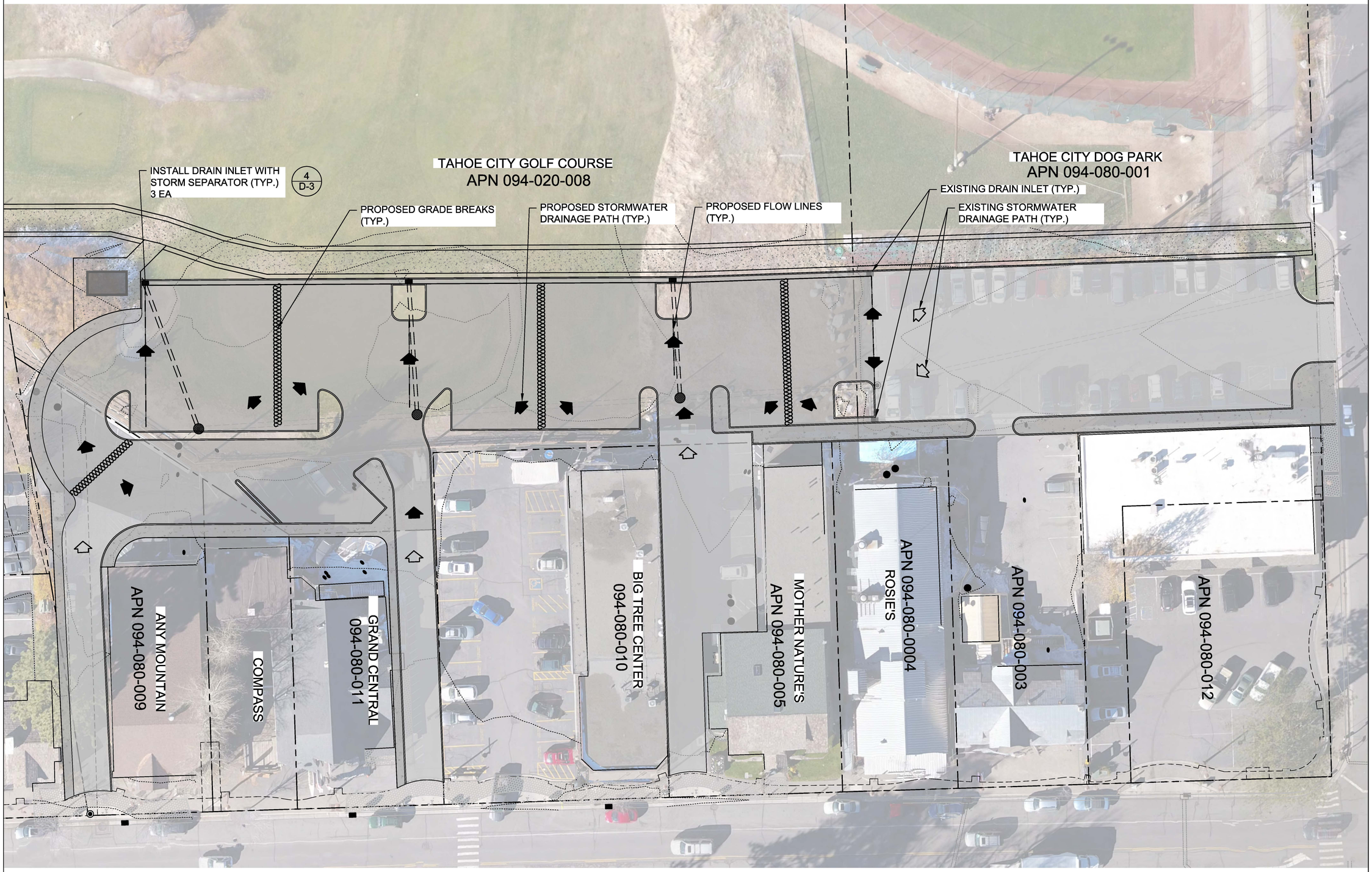

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GRADING SHEET 1

TAHOE CITY DOWNTOWN ACCESS

TAHOE CITY DOWNTOWN ASSOCIATION

PLACER COUNTY, CALIFORNIA

#	DATE	DESCRIPTION	BY

FOR INFORMATION ONLY

DATE	10/2020
DRAWN	SD
DESIGNED	SD
CHECKED	BM
PROJECT #	E320401800

SHEET TITLE
G-1

SHEET NUMBER
5

LAND USE # ####

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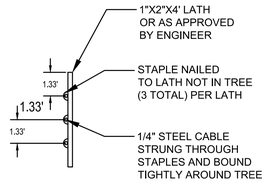
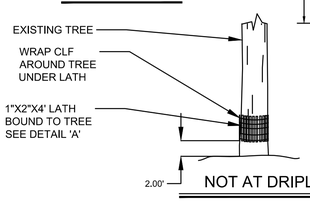
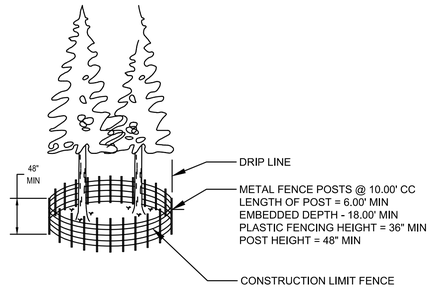


DETAIL 'A'



NOT AT DRIPLINE



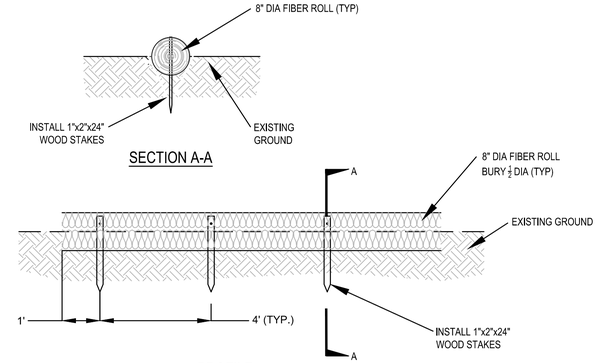
AT DRIPLINE

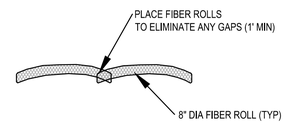
NOTES:
1. NO ORANGE PLASTIC CONSTRUCTION LIMIT FENCE SHALL BE USED. USE BLACK, GREEN, OR BROWN FENCING MATERIALS.
2. CLF AND TREE PROTECTION FENCE SHALL BE A MINIMUM OF 48" HIGH. FOR TREES WITH DRIPLINES THAT OVERHANG THE CONSTRUCTION AREAS, THE LOCATION OF THE TREE PROTECTION FENCE SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. THE DETAIL SHOWN IS FOR TREE PROTECTION. MATERIAL AND SPACING SHOWN ALSO APPLIES TO CLF.
4. LEAVE 12" SPACING BETWEEN CONSTRUCTION LIMIT FENCE AND GROUND.
5. LEAVE CONSTRUCTION LIMIT FENCE IN PLACE AFTER CONSTRUCTION IS COMPLETED.

CONSTRUCTION LIMIT FENCE

NTS

1 / D-1



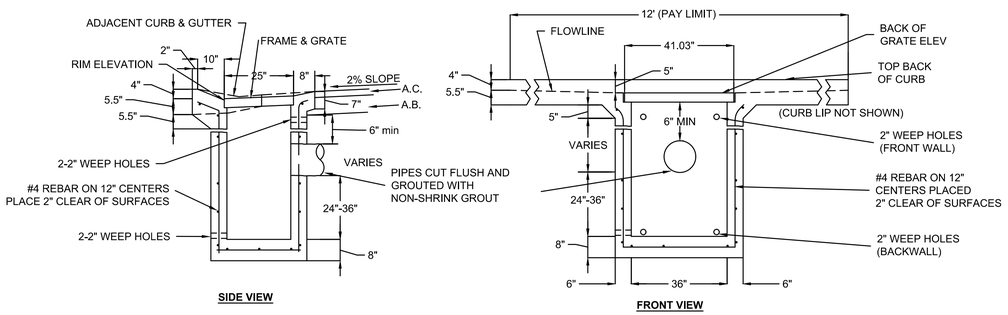


NOTES:
1. PLACEMENT OF FIBER ROLLS IS SUBJECT TO EXISTING CONDITIONS.
2. PLACE FIBER ROLLS AS SHOWN ON PLAN SHEET.
3. FIBER ROLLS SHALL BE COMPLETELY MADE OF BIO-DEGRADABLE MATERIAL
4. PLACE GRAVEL BAGS OVER FIBER ROLL WHEN STAKES CANNOT BE USED DUE TO BEDROCK.
5. UPON DEMOBILIZATION FIBER ROLLS SHALL BE REMOVED FROM SITE. STRAW FROM FIBER ROLLS IS NOT TO BE SPREAD IN PLACE AS MULCHING MATERIAL.

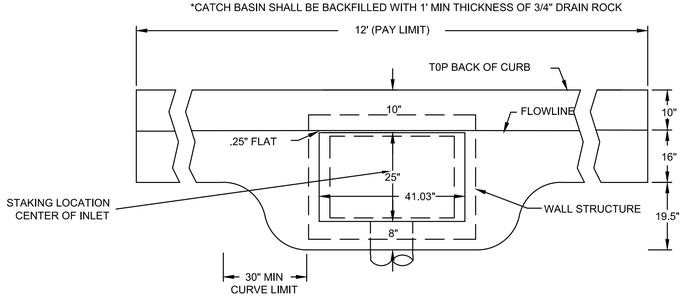
FIBER ROLL

NTS

2 / D-1



*TOP 1' OF CATCH BASIN TO BE CAST IN PLACE WITH CURB AND GUTTER
*CATCH BASIN SHALL BE BACKFILLED WITH 1' MIN THICKNESS OF 3/4" DRAIN ROCK



PLAN VIEW

DRAINAGE INLET

NTS

3 / D-1

PROJECT SIGN TO BE PROVIDED BY TRPA

NOTES:
1. SIGN POSTS SHALL BE 4"X6" DOUGLAS FIR
2. SIGN POSTS SHALL BE BURIED 4' MINIMUM INTO THE GROUND
3. SIGN POSTS SHALL HAVE A CONCRETE FOOTING ALL AROUND THE BURIED PORTION OF THE POSTS, 6" MINIMUM THICKNESS IN ALL DIRECTIONS
4. CONCRETE SHALL BE 4,000 PSI IN CONFORMANCE WITH THE PROJECT MANUAL
5. SIGN MATERIAL SHALL BE 1" ADX PLYWOOD BOARD PAINTED WITH ENAMEL, 2 COATS, OFF WHITE
6. ALL SIGN LOGOS WILL BE PROVIDED BY THE OWNER IN ".JPG" FORMAT TO THE CONTRACTOR
7. SEE PROJECT MANUAL FOR ADDITIONAL INFORMATION.

PROJECT SIGN

NTS

4 / D-1

0 40 60

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DETAIL SHEET 1
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#	DATE	DESCRIPTION	BY

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DATE	10/2020
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DESIGNED	SD
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PROJECT #	E320401800
SHEET TITLE	D-1
SHEET NUMBER	6
LAND USE #	####

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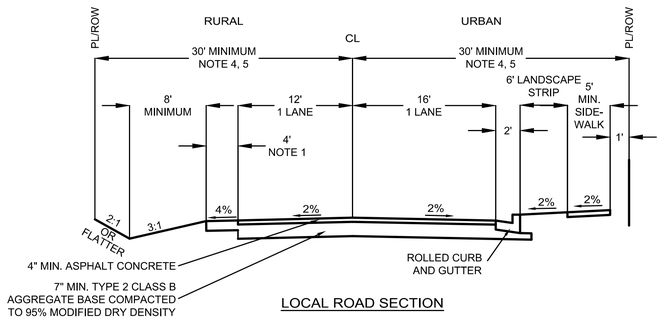
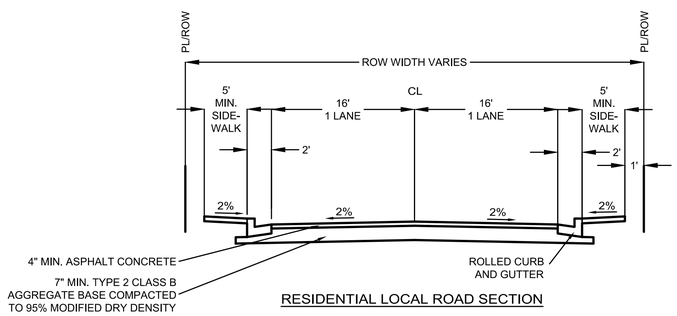


LOCAL ROAD SECTION



RESIDENTIAL LOCAL ROAD SECTION

LOCAL ROAD SECTION

NTS

1 / D-2

NOTES:

1. AGGREGATE SHOULDERS SHALL HAVE A MINIMUM OF 6 INCHES OF COMPACTED AGGREGATE BASE. ONLY USE AGGREGATE WHEN SHOWN ON PLANS.

2. STRUCTURAL SECTION TO BE DETERMINED BY ENGINEERING DESIGN, BUT IN NO CASE SHALL THE ASPHALT CONCRETE BE LESS THAN 4 INCHES THICK AND THE COMPACTED AGGREGATE BASE LESS THAN 7 INCHES THICK.

3. FLEXIBLE PAVEMENT SECTION SHALL CONSIST OF TYPE 3 BITUMINOUS PLANTMIX PAVEMENT OVER TYPE 2 BITUMINOUS PLANTMIX PAVEMENT (PER ORANGE BOOK SECTION 200.02). THE TYPE 3 SURFACE COURSE SHALL BE A MINIMUM THICKNESS OF 2-INCHES. THE TYPE 2 BASE COURSE SHALL BE AS THICK AS REQUIRED, BUT NO INDIVIDUAL LIFT SHALL BE GREATER THAN 3-INCHES COMPACTED. IF THE TOTAL THICKNESS OF THE STRUCTURAL SECTION IS 3-INCHES OR LESS, THE ENTIRE SECTION SHALL BE TYPE 3 BITUMINOUS PLANTMIX PAVEMENT. INSTALLATION SHALL BE PER ORANGE BOOK SECTION 320.

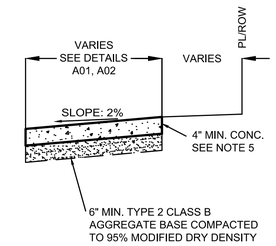
4. ALL ASPHALT CEMENT SHALL BE PG 64-28 NV PER ORANGE BOOK SECTION 201.

5. BIKE LANES SHALL BE PROVIDED IN CONFORMANCE WITH THE DOUGLAS COUNTY COMPREHENSIVE TRAIL PLAN. BIKE LANES IN RURAL AREAS SHALL BE 5 FEET WIDE AND CONSTRUCTED WITH THE SAME STRUCTURAL SECTION AS THE ROADWAY. WHERE THE BIKE LANE IS ADJACENT TO CURB AND GUTTER, THE BIKE LANE SHALL HAVE A MINIMUM 4 FOOT WIDTH MEASURED FROM THE TRAFFIC LANE TO THE LONGITUDINAL JOINT BETWEEN THE GUTTER PAN AND ROADWAY SURFACE.

8. BIKE LANES AND BIKE ROUTES SHALL BE SIGNED AND STRIPED IN CONFORMANCE WITH THE AASHTO "GUIDE FOR THE DEVELOPMENT OF BICYCLE CONTROL FACILITIES" AND THE FHWA "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

7. THE RESIDENTIAL LOCAL ROAD SECTION MAY BE SUBSTITUTED FOR THE LOCAL ROAD SECTION ABOVE DEPENDENT ON COUNTY OR TOWNS' APPROVAL. A MINIMUM OF ONE FRONT YARD TREE SHALL BE PLANTED A MINIMUM OF 5' BUT NO GREATER THAN 8' FROM BACK OF SIDEWALK.

8. MONOLITHIC POUR CANNOT OCCUR ON THE RESIDENTIAL LOCAL ROAD SECTION WHEN SIDEWALK IS OUTSIDE OF RIGHT-OF-WAY OR REQUIRED TO BE MAINTAINED BY PRIVATE PROPERTY OWNER.



NOTES:

1. PORTLAND CEMENT CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 337 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR CONCRETE EXPOSED TO FREEZE-THAW ENVIRONMENTS.

2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED EVERY 10 FEET. ON SIDEWALKS WIDER THAN 5 FEET, THE JOINTING PATTERN SHALL BE 0.8 TO 1.2 TIMES THE WIDTH OF THE SIDEWALK, NOT TO EXCEED 8 FEET. THE JOINTS SHALL PENETRATE TO A DEPTH OF 2 INCHES AND BE CONSTRUCTED IN CONFORMANCE WITH SECTION 312 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION; SEE "PCC JOINTING" DETAIL A11.

3. EXPANSION JOINTS SHALL BE CONSTRUCTED AT LOCATIONS DESIGNATED IN SECTION 312 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

4. TYPE 2, CLASS B AGGREGATE BASE SHALL CONFORM TO SECTION 200 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, AND SHALL BE MECHANICALLY COMPACTED IN CONFORMANCE WITH SECTION 308 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

5. CONCRETE SIDEWALK SUBJECT TO COMMERCIAL AND INDUSTRIAL DRIVEWAY TRAFFIC SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES.

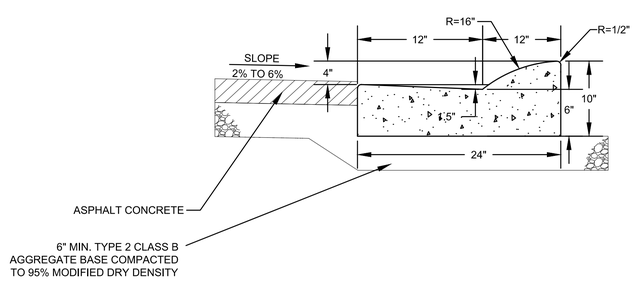
6. NO OBSTRUCTION, SUCH AS UTILITY POLES, SIGNAL POLES AND CONTROLS, WATER METER BOXES, PULL BOXES, ETC. ARE ALLOWED WITHIN SIDEWALKS.

7. FOR SIDEWALKS WITHIN DOWNTOWN GARDNERVILLE, PROVIDE TREE GRATES AND CONCRETE SCORING AS REQUIRED BY THE TOWN IN CONFORMANCE WITH THE TOWN'S TREE GRATE AND STAMP DETAIL. SEE SEPARATE TOWN OF MINDEN DETAILS WHERE APPLICABLE.

TYPICAL SIDEWALK

NTS

2 / D-2



NOTES:

1. PORTLAND CEMENT CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 337 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR CONCRETE EXPOSED TO FREEZE-THAW ENVIRONMENTS.

2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED EVERY 10 FEET. THE JOINTS SHALL BE CONSTRUCTED IN CONFORMANCE WITH SECTION 312 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

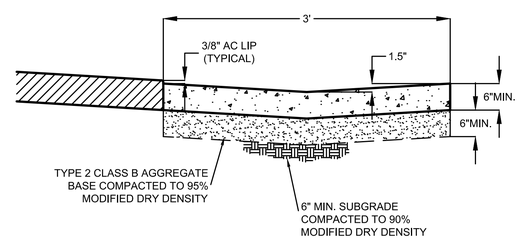
3. EXPANSION JOINTS SHALL BE CONSTRUCTED AT LOCATIONS DESIGNATED IN SECTION 312 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

4. TYPE 2, CLASS B AGGREGATE BASE SHALL CONFORM TO SECTION 200 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, AND SHALL BE MECHANICALLY COMPACTED IN CONFORMANCE WITH SECTION 308 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

ROLLED CURB & GUTTER

NTS

3 / D-2



NOTES:

1. AGGREGATE BASE SHALL BE TYPE 2, CLASS B AND BE COMPACTED IN CONFORMANCE WITH SECTION 308 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

2. PORTLAND CEMENT CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 337 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR CONCRETE EXPOSED TO FREEZE-THAW ENVIRONMENTS. CONCRETE SHALL INCLUDE SYNTHETIC FIBER-REINFORCEMENT. CONCRETE PER ORANGE BOOK 337.

3. FOR ALLEYS AND PARKING LOTS ONLY.

PCC VALLEY GUTTER

NTS

4 / D-2

0 40 60

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DETAIL SHEET 2

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PLACER COUNTY, CALIFORNIA

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DATE	10/2020
DRAWN	SD
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PROJECT #	E320401800

SHEET TITLE: D-2

SHEET NUMBER: 7

LAND USE # ####

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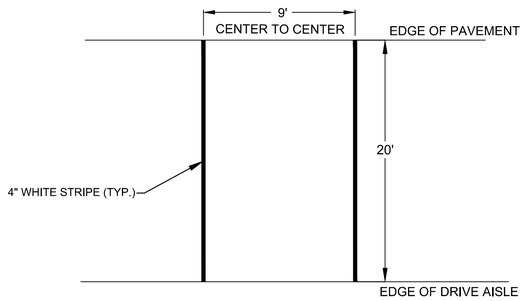
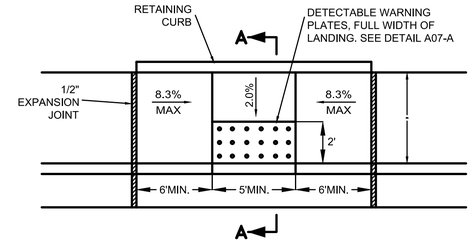


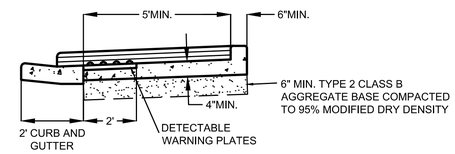
PARKING STALL STRIPING

NTS

1 / D-3



PLAN
NTS



SECTION A-A
NTS

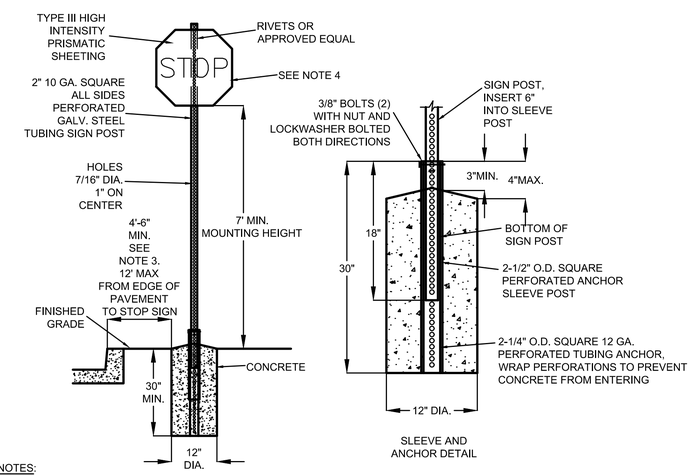
NOTES:

1. RETAINING CURB TO BE USED IN ALL CASES. MAINTAIN SLOPE OF SIDEWALK OUTSIDE OF CURB RAMP.
2. SEE "CURB RAMP GENERAL NOTES" DETAIL A07-E FOR FURTHER REQUIREMENTS.

MID-BLOCK CURB RAMP W/ ATTACHED SIDEWALK

NTS

2 / D-3



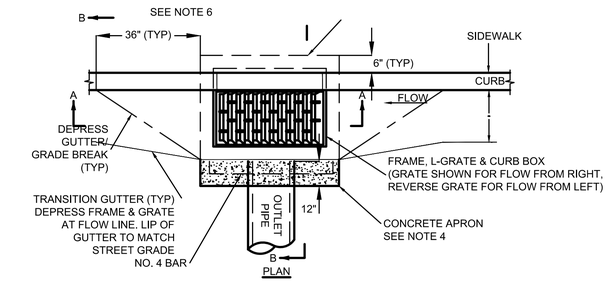
NOTES:

1. SIGN MATERIALS, CONSTRUCTION AND PLACEMENT SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SECTION 215 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. STREET NAME SIGN SHALL BE MOUNTED WITH VANDAL-RESISTANT HARDWARE.
3. ON STREETS WHERE CURB DOES NOT EXIST, SET EDGE OF SIGN 6' MINIMUM FROM PAVEMENT EDGE.
4. SIGN (WITH 3/8" GALVANIZED STEEL BACK BRACE) AND LETTERING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE MUTCD.
5. SIGN POST SHALL NOT BE ANCHORED IN SIDEWALK.
6. POSTS AND ANCHORS IN THE DOWNTOWN AREA OF GARDNERVILLE SHALL BE BLACK.
7. DECORATIVE POLES AND SIGNS MAY BE REQUIRED IN THE TOWNS OF MINDEN AND GARDNERVILLE. REFER TO THE TOWN'S SPECIFIC DETAILS.

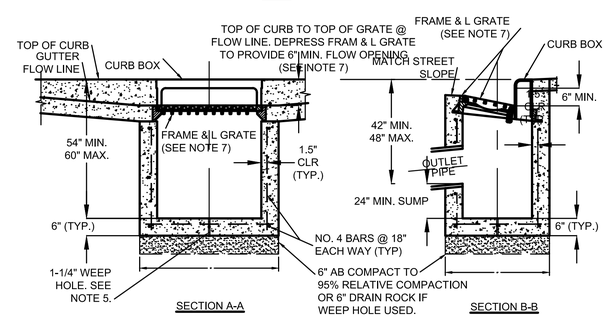
STANDARD STREET SIGN

NTS

3 / D-3



PLAN



NOTES:

1. SUBGRADE SHALL BE COMPACTED IN CONFORMANCE WITH SECTION 302 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. A MINIMUM OF 6-INCHES OF GRADED BEDDING MATERIAL AS DESCRIBED IN "TYPICAL STORM DRAIN TRENCH" DETAIL D01 SHALL BE CONSTRUCTED.
3. CONCRETE BOX SHALL BE DESIGNED FOR H-20 TRAFFIC LOAD.
4. IF FRAME AND GRATE EXTEND BEYOND LIP OF GUTTER, PROVIDE 8-INCH THICK CONCRETE APRON.
5. IF SOILS AND GROUNDWATER DEPTH WILL ALLOW, DRILL 1-1/4" WEEP HOLE AT BOTTOM OF INLET TO ALLOW WATER TO INFILTRATE INTO SOIL.
6. IF NO SIDEWALK IS PRESENT, POUR 6-INCH CONCRETE CURB STRUCTURE BEHIND GRATE AND TIE BEAM INTO BOX.
7. TILT FRAME & GRATE AS REQUIRED TO ATTAIN 6-INCH MINIMUM FLOW OPENING AND INSTALL DURABLE SHIMS BETWEEN THE CURB BOX AND FRAME AS REQUIRED TO MATCH CURB BOX TO TOP OF CURB AND FACE OF CURB (SEE SECTION B-B).

TYPE 4R CURB INLET AND GRATE

NTS

4 / D-3

0 40 60

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DATE	10/2020
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PROJECT #	E320401800
SHEET TITLE	D-3
SHEET NUMBER	8
LAND USE #	####

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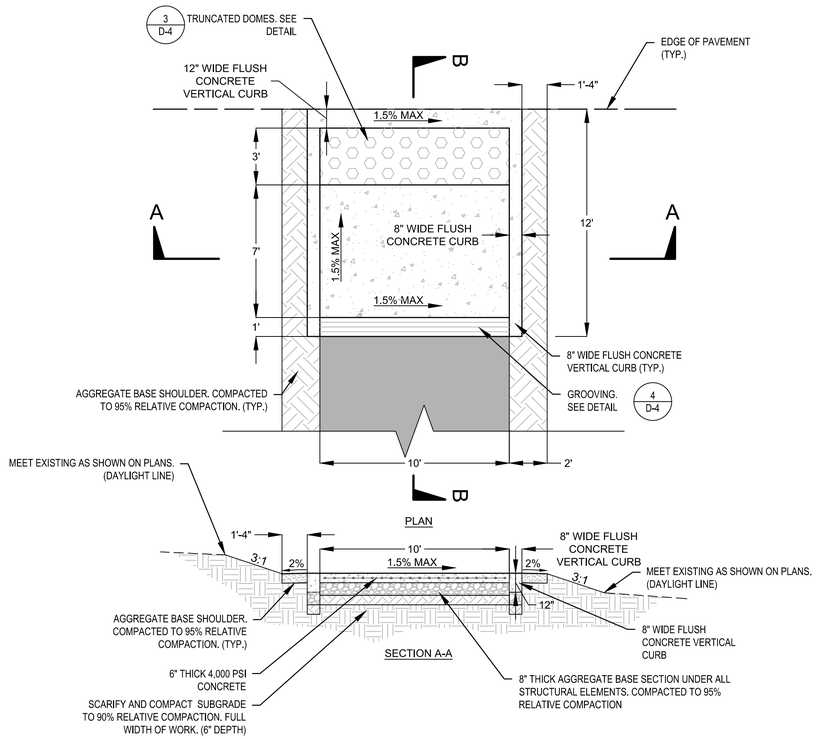
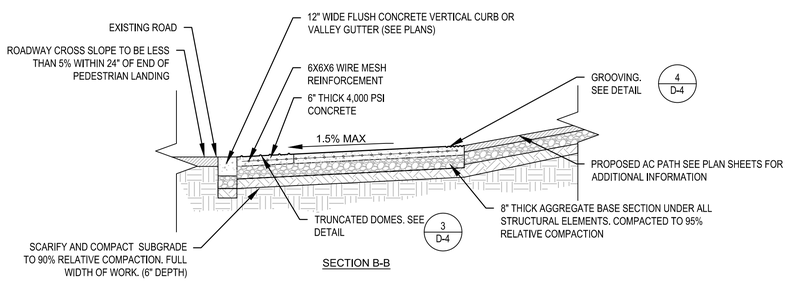
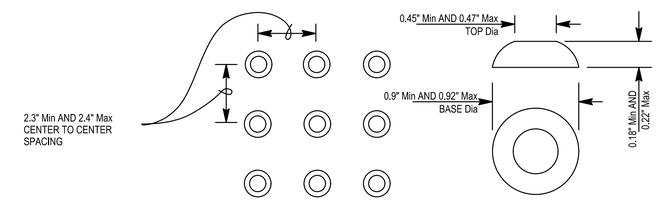




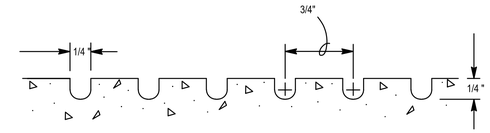
NOTES:
1. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3'-0" DEPTH OF THE RAMP. A 4'-0" WIDE DETECTABLE WARNING SURFACE MAY BE USED ON A 4'-2" WIDE CURB RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE REQUIREMENTS IN THE PROJECT MANUAL.
2. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
3. DETECTABLE WARNING SURFACE MAY HAVE TO BE CUT TO ALLOW REMOVAL OF UTILITY COVERS WHILE MAINTAINING FULL DETECTABLE WARNING WIDTH AND DEPTH.

PEDESTRIAN LANDING
NTS
1
D-4



TRUNCATED DOMES
NTS
2
D-4

NOTES:
1. THE CURB RAMP SHALL BE OUTLINED AS SHOWN WITH A 1'-0" WIDE BORDER WITH $\frac{1}{4}$" GROVES APPROXIMATELY $\frac{3}{4}$" ON CENTER. SEE GROOVING DETAIL.



GROOVING
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PROJECT #	E320401800

SHEET TITLE
D-4

SHEET NUMBER
9

LAND USE # ####

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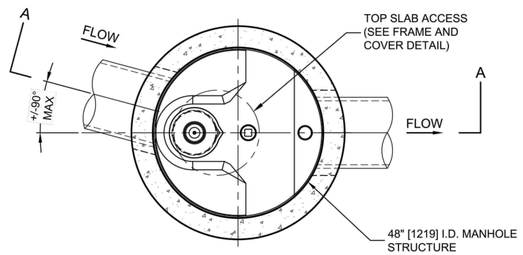
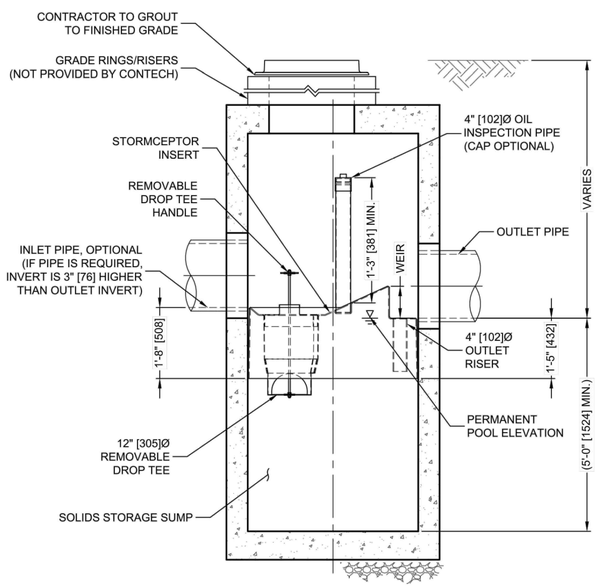


PLAN VIEW
TOP SLAB NOT SHOWN



SECTION A-A

Stormceptor®
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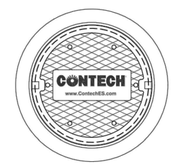
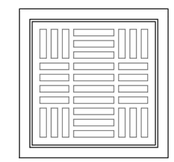
STORMCEPTOR DESIGN NOTES

THE STANDARD STC450I CONFIGURATION WITH ROUND, SOLID FRAME AND COVER, AND INLET PIPE IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION
GRATED INLET ONLY (NO INLET PIPE)
GRATED INLET WITH INLET PIPE OR PIPES
CURB INLET ONLY (NO INLET PIPE)
CURB INLET WITH INLET PIPE OR PIPES



FRAME AND COVER
(MAY VARY)
NOT TO SCALE



FRAME AND GRATE
(MAY VARY)
NOT TO SCALE

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	
WATER QUALITY FLOW RATE (cfs [L/s])	
PEAK FLOW RATE (cfs [L/s])	
RETURN PERIOD OF PEAK FLOW (yrs)	
RIM ELEVATION	

PIPE DATA:	INVERT	MATERIAL	DIAMETER
INLET PIPE 1			
INLET PIPE 2			
OUTLET PIPE			

NOTES / SPECIAL REQUIREMENTS:

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
3. STORMCEPTOR WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STORMCEPTOR STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2' [610], AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
5. STORMCEPTOR STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C478 AND AASHTO LOAD FACTOR DESIGN METHOD.
6. ALTERNATE UNITS ARE SHOWN IN MILLIMETERS [mm].

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMCEPTOR MANHOLE STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

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STC450i
STORMCEPTOR
STANDARD DETAIL

STORMCEPTOR 450i
NTS

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DATE	10/2020
DRAWN	SD
DESIGNED	SD
CHECKED	BM
PROJECT #	E320401800

SHEET TITLE
D-5

SHEET NUMBER
10

LAND USE # ####

APPENDIX

B

BIOLOGICAL RESOURCES SUPPORT DOCUMENTS

Site Survey for Special-Status Species: September 11, 2020

Special-status wildlife and fish species are species that have been afforded special recognition and protection by federal, State, or local resource conservation agencies and organizations. These species are generally considered rare, threatened, or endangered due to declining or limited populations. Special-status species include:

- Animals that are legally protected or proposed for protection under the CESA or Federal Endangered Species Act (FESA);
- Animals defined as endangered or rare under CEQA;
- Animals designated as species of special concern by the CDFW;
- Animals designated as species of concern by the USFWS;
- Animals listed as "fully protected" in the Fish and Game Code of California (Sections 3511, 4700, 5050 and 5515);
- Animals designated as special interest species by the TRPA;
- Plants that are legally protected or proposed for protection under the CESA or FESA;
- Plants defined as endangered or rare under CEQA;
- Plants designated as species of concern by the USFWS;
- Plants listed in the California Native Plant Society's Inventory of Rare and Endangered Plants of California (2001); and
- Plants designated as special interest species by the TRPA.

A request for a species list from the USFWS's Information for Planning and Conservation (IPaC) database for this Project was generated prior to field surveys on September 1, 2020, and rerun on November 9, 2020. The IPaC report provides a list of federal special-status species that may be present within Placer County and the Project area, as summarized in **Table 13**. A copy of the official species list is included in **Appendix B**.

A query was conducted of CDFW's California Natural Diversity Database (CNDDB) using RareFind 5.2.14 on September 1, 2020, and updated on November 9, 2020, for California state-listed endangered, threatened, rare, candidate endangered, or candidate threatened species within the Tahoe City, California, 7.5-minute series U.S. Geological Survey (USGS) quadrangle, which includes the Project area. The CNDDB is an inventory of the status and locations of rare plants and animals in California, as managed and updated by CDFW and a full list of the query results is included in **Appendix B**. Relevant species are included in **Table 13**.

Additional species listed by the TRPA special interest species and sensitive plants are also included in **Table 13**, and discussed further in Sections 6.2 and 6.3. Species in **Table 13** that potentially occur or have suitable habitat within or near the Project area are discussed and summarized in more detail below.

A site survey was conducted on September 11, 2020 for special–status species. The survey was conducted under warm, hazy skies, while the golf course was in operation. Special-status species surveyed for are included in the table below. No special-status species were observed. Photographs of the site are include below.

FESA-listed Species, CDFW CESA Species and Species of Special Concern, CNPS Rare Plants, and TRPA Special-Interest Species Occurring or with Potential to Occur in the Project Area

Species	Status	Habitat Characteristics	Potential to Occur, or Have Suitable Habitat, Within or Near the Project Area
Wildlife Species			
Amphibians, Fish, and Invertebrates			
Lahontan cutthroat trout *Oncorhynchus clarkii henshawi*	USFWS ESA Federally Threatened Species	Lakes and streams of the Lahontan Basin.	No suitable habitat within or near the Project area.
Southern log-toed salamander *Ambystoma macrodactylum sigillatum*	CDFW Species of Special Concern	Alpine meadows, high mountain ponds and lakes.	No suitable habitat within or near the Project area.
Mountain whitefish *Prosopium williamsoni*	CDFW Species of Special Concern	High elevation streams, rivers, and lakes, with cool, clear waters.	No suitable habitat within or near the Project area.
Lahontan Lake tui chub *Siphateles bicolor pectinifer*	CDFW Species of Special Concern	Lakes and streams of the Lahontan Basin.	No suitable habitat within or near the Project area.
Sierra Nevada yellow-legged Frog *Rana sierrae*	USFWS ESA Federally Endangered Species; CA State Threatened	Ponds, tarns, lakes, and streams at moderate to high elevation.	No suitable habitat within or near the Project area.
Birds			
Northern goshawk *Accipiter gentiles*	TRPA Special-Status Species; CDFW Species of Special Concern	Mature coniferous forests with open understory and dense canopy for roosting and nesting. Mature coniferous forest interspersed with open meadows for feeding.	Suitable habitat near the Project area, but not observed during surveys.
Golden eagle *Aquila chrysaetos*	TRPA Special-Status Species	Exposed cliffs within or in proximity of Project area.	No suitable habitat in or near the Project area.
Willow flycatcher *Empidonax traillii*	CA State Endangered Species	Nests in extensive montane willow thickets, 2,000-8,000 feet in elevation.	No suitable habitat in or near the Project area.
Peregrine falcon *Flaco peregrinus anatum*	TRPA Special-Status Species	Exposed cliffs within or in proximity of Project area.	No suitable habitat in or near the Project area.
Bald eagle *Haliaeetus leucocephalus*	CA State Endangered Species; TRPA Special-Interest Species: nesting and wintering habitat	Coniferous and conifer/hardwood forests near large bodies of water.	Suitable habitat near the Project area, but not observed during surveys.
Osprey *Pandion haliaeetus*	TRPA Special-Interest Species	Near bodies of water. Suitable nest sites include poles, channel markers, and snags, often over open water.	Suitable habitat near the Project area, but not observed during surveys.

Bank Swallow *Riparia riparia*	CA State Threatened Species	Low lying areas along rivers, streams, ocean coast, and reservoirs. Nest of cliffs or banks, typically on bluffs or eroding stream banks, or on on man-made sites such as quarries or road cuts. Forage in open places.	No suitable nesting habitat in or near the Project area. Suitable forage habitat may be near the Project area.
Yellow warbler *Setophaga petechia*	CDFW Species of Special Concern	Shrub thickets along streams or wetlands.	No suitable habitat in or near the Project area.
Great gray owl *Strix nebulosi*	CA State Endangered Species	Mature forests with suitable nest sites. Low human disturbance.	No suitable habitat in or near the Project area; the Lake Tahoe Basin is outside of the current known range.
Waterfowl	TRPA Special-Status Species Group	Near bodies of water. Shallow-water margins of streams or lakes, areas of emergent vegetation.	Suitable habitat near the Project area, but not observed during surveys.
Mammals			
Sierra Nevada mountain beaver *Aplodontia rufa californica*	CDFW Species of Special Concern	Near water courses with sufficient tree and shrub cover for dam and debris pile burrow development.	No suitable habitat in or near the project area.
Deer	TRPA Special-Status Species	Forests and meadows.	Suitable habitat near the Project area, but not observed during surveys.
North American wolverine *Gulo luscus*	CA State Threatened Species	Montane conifer, subalpine conifer, alpine dwarf-shrub, wet meadow, and montane riparian habitats. Prefers areas with low human disturbance.	No suitable habitat in or near the Project area.
Western white-tailed jackrabbit *Lepus townsendii townsendii*	CDFW Species of Special Concern	Open grasslands, pasture, or fields, forested areas up to high alpine zones.	Suitable habitat near the Project area, but not observed during surveys.
Sierra Nevada snowshoe hare *Lepus americanus tahoensis*	CDFW Species of Special Concern	Thickets of willows, evergreen shrubs, logs, or brush piles. Not in open spaces or mature conifer forests.	No suitable habitat in or near the Project area.
Fisher – West Coast DSP *Pekania pennanti*	CA State Threatened Species	Mature conifer forests.	No suitable habitat in or near the Project area; the Lake Tahoe Basin is outside of the current known range.
Sierra Nevada red fox *Vulpes necator*	CA State Threatened Species	Conifer forests and alpine areas between 4,000-12,000 feet.	No suitable habitat in or near the Project area; the Lake Tahoe Basin is outside of the current known range.
Botanical Species			
Tahoe yellow cress *Rorippa subumbellata*	CA State Endangered Species; TRPA Sensitive Plant; CRPR – 2B.2	Endemic to the shore zone of Lake Tahoe, typically in back beach areas between 6,223 and 6,230 feet. Bloom period:	No suitable habitat in the Project area.

Tahoe Draba *Draba asterophora* var. *asterophora*	TRPA Sensitive Plant	Rock crevices and open granite talus slopes on northeast slopes; 8,000-10,200 feet. Bloom period:	No suitable habitat in the Project area.
Long-petaled lewisia *Lewisia longipetala*	TRPA Sensitive Plant	North-facing slopes and ridge tops where snow banks persist throughout the summer; often found near snow bank margins in wet soils; 8,000-12,500 feet. Bloom period:	No suitable habitat in the Project area.
Davy's sedge Carex davyi	CRPR – 1B.3	Dry, often sparse meadows, and slopes in subalpine and red fir forests; 4,600-10,800 feet. Bloom period: May-August.	Suitable habitat within the Project area, but not observed during surveys.
American manna grass *Glyceria grandis*	CRPR – 2B.3	Wet places, meadows, lake and stream margins; 3,440-6,200 feet. Bloom period: June-August.	Suitable habitat within the Project area, but not observed during surveys.
Donner Pass buckwheat *Eriogonum umbellatum* var. *torreyanum*	USFS S CRPR – 1B.2	Dry, sandy or gravely soils, or dry meadows or slopes; 6990-8565 feet. Bloom period: July-September.	No suitable habitat in the Project area.
Cup Lake draba *Draba asterophora* var. *macrocarpa*	TRPA Sensitive Plant	Steep, gravelly, or rocky slopes; 8,400-9,300 feet. Bloom period: XXX	No suitable habitat in the Project area.
Scalloped moonwort *Botrychium crenulatum*	USFS S CRPR – 2B.3	Saturated hard water seeps and stream margins, bogs or fens, freshwater marshes or meadows; 5,900-8,400 feet. Bloom period: June-September.	Suitable habitat within the Project area, but not observed during surveys.
Upswept moonwort *Botrychium ascendens*	USFS S CRPR – 2B.3	Moist meadows, open woodland near streams or seeps; 5,280-6620 feet. Bloom period: July-August.	Suitable habitat within the Project area, but not observed during surveys.
Threetip sagebrush *Artemisia tripartita* ssp. *tripartita*	CRPR – 2B.3	Soils of volcanic origin, rocky or gravelly, well drained soils. Drought tolerant; 3,300-7,000 feet. Bloom period: August-October.	Suitable habitat within the Project area, but not observed during surveys.
Nuttall's ribbon-leaved pondweed *Potamogeton epihydrus*	CRPR – 2B.2	Shallow water, ponds, lakes, stream. 6,100-8,725 feet. Bloom period: July-September.	No suitable habitat in the Project area.
Alder buckthorn *Rhamnus alnifolia*	CRPR – 2B.2	Wet meadow edges, seeps, stream sides. 1,610-6,360 feet. Bloom period: May-July.	Suitable habitat within the Project area, but not observed during surveys.
Munro's desert mallow *Sphaeralcea munroana*	CRPR – 2B.2	Dry, open places. Drought tolerant; 330-8,000 feet. Bloom period: May-June.	Suitable habitat within the Project area, but not observed during surveys.
Galena Creek rockcress *Boechera rigidissima*	TRPA Sensitive Plant CRPR – 1B.2	Open, rocky areas along forest edges of conifer and/or aspen stands; usually found on north aspects; 7,500 feet and above. Bloom period: July-August.	No suitable habitat in the Project area.

Site survey photographs from September 11, 2020

Picture 1: Open space between the existing parking lot off Grove Street and the golf course

Picture 1: Open space between the existing parking lot off Grove Street and the golf course

Picture 2: Open space between the existing parking lot off Grove Street and the golf course

Picture 3: Parking area and ingress/egress off SR28 adjacent to existing infrastructure

Picture 4: Parking area and ingress/egress off SR28 adjacent to existing infrastructure

Picture 5: Parking area and landscaping buffer behind existing infrastructure adjacent to golf course

Picture 6: Parking area and landscaping buffer behind existing infrastructure adjacent to golf course

Picture 7: Golf course behind existing infrastructure and parking areas

Picture 8: Open space between the existing parking lot off Grove Street and the golf course

Picture 9: Open space between the existing parking lot off Grove Street and the golf course

Picture 10: Open space between the existing parking lot off Grove Street and the golf course

Picture 11: Existing parking lot off Grove Street and adjacent landscaping

Picture 12: Landscaping buffer behind existing infrastructure adjacent to golf course

Picture 13: Golf course and existing stormwater drainage ditch behind existing infrastructure and parking areas

Picture 14: Golf course and existing stormwater drainage ditch behind existing infrastructure and parking areas

Picture 15: Golf course and existing stormwater drainage ditch behind existing infrastructure and parking areas

Picture 16: Golf course and existing stormwater drainage ditch behind existing infrastructure and parking areas

Picture 17: Golf course behind existing infrastructure and parking areas

	
Picture 18: Golf course and existing stormwater drainage ditch behind existing infrastructure and parking areas	*Picture 20: Existing parking lot off Grove Street and adjacent landscaping*

Site survey species list from September 11, 2020

APIACEAE	*Conium maculatum*	poison hemlock

ASPARAGACEAE	*Hosta* sp.	plantain lily
ASTERACEAE	*Achillea millefolium*	yarrow
	Cirsium vulgare	bull thistle
	Lactuca serriola	prickly lettuce
	Leucanthemum x *superbum*	Shasta daisy
	Madia glomerata	mountain tarweed
	Symphyotrichum sp.	western aster
	Tanacetum parthenium	feverfew
	Tanacetum vulgare	garden tansy
	Taraxacum officinale	dandelion
	Tragopogon dubius	yellow salsify
	Wyethia mollis	mule's ears
BORAGINACEAE	*Amsinckia tessellate*	bristly fiddleneck
BRASSICACEAE	*Descurainia pinnata*	yellow tansy mustard
	Lepidium campestre	field pepper grass
CONVOLVULACEAE	*Convolvulus* sp.	bindweed
CORNACEAE	*Cornus sericea*	dogwood
CYPERACEAE	*Carex nebrascensis*	Nebraska sedge
	Carex sp.	sedge
	Scirpus microcarpus	mountain bog bulrush
FABACEAE	*Acmispon americanus*	bird's foot trefoil
	Lupinus sp.	lupine
	Melilotus sp.	sweet-blossom clover
	Trifolium longipes	long-stemmed clover
GERANIACEAE	*Erodium filaree*	redstem storksbill
GROSSULARIACEAE	*Ribes aureum*	golden current
JUNCACEAE	*Juncus balticus*	Baltic rush
LAMIACEAE	*Stachys byzantina*	lamb's ear
	Salvia sp.	ornamental sage
MALVACEAE	*Malva neglecta*	common mallow
OLEACEAE	*Syringa* sp.	ornamental lilac
ONAGRACEAE	*Epilobium brachycarpum*	annual willowherb
PAPAVERACEAE	*Eschscholzia californica*	California poppy
PLANTAGINACEAE	*Plantago laneolata*	narrowleaf plantain
	Plantago major	common plantain
PINACEAE	*Picea* sp.	ornamental spruce
	Pinus jeffreyi	Jeffrey pine
POACEAE	*Bromus tectorum*	cheatgrass
	Deschampsia cespitosa	tufted hair grass
	Elymus elymoides	squirrel tail
	Festuca glauca	blue fescue
	Helictotrichon sempervirens	blue oat grass
	Hordeum brachyantherum	meadow barley
	Poa secunda	bluegrass
	Thinopyrum ponticum	intermediate wheatgrass
POLYGONACEAE	*Polygonum* sp.	annual knotweed
	Rumex crispus	curly dock
	Rumex sp.	perennial dock
TYPHACEAE	*Typha* sp.	Cattail
ROSACEAE	*Geum macrophyllum*	largeleaf avens
	Physocarpus sp.	ornamental ninebark

	Potentilla glandulosa	sticky cinquefoil
	Purshia tridentata	antelope bitterbrush
	Rosa woodsii	Wood's rose
	Spiraea splendens	mountain spiraea
SAPINDACEAE	*Acer* sp.	ornamental maple
SALICACEAE	*Populus tremuloides*	quaking aspen
	Salix lasiandra	Pacific willow
	Salix lemmonii	Lemmon's willow
	Salix lutea	yellow willow
	Salix scouleriana	Scouler's willow
SCROPHULARIACEAE	*Verbascum thapsus*	wooly mullein
SOLANACEAE	*Petunia* sp.	ornamental petunia
SYMPHORICARPOS	*Symphoricarpos mollis*	common snowberry

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Tahoe City (3912022))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Accipiter gentilis northern goshawk	G5 S3	None None	BLM_S-Sensitive CDF_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	6,340 6,760	433 S:2	0	1	0	0	0	1	1	1	2	0	0
Ambystoma macrodactylum sigillatum southern long-toed salamander	G5T4 S3	None None	CDFW_SSC-Species of Special Concern	6,900 7,800	611 S:4	0	0	0	0	0	4	1	3	4	0	0
Aplodontia rufa californica Sierra Nevada mountain beaver	G5T3T4 S2S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	6,800 7,500	131 S:5	0	0	0	0	0	5	4	1	5	0	0
Arabis rigidissima var. demota Galena Creek rockcress	G3T3Q S1	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive	7,450 7,600	7 S:2	0	0	2	0	0	0	0	2	2	0	0
Artemisia tripartita ssp. tripartita threetip sagebrush	G5T4T5 S2	None None	Rare Plant Rank - 2B.3	8,000 8,000	4 S:2	0	0	0	0	0	2	0	2	2	0	0
Botrychium ascendens upswept moonwort	G3G4 S2	None None	Rare Plant Rank - 2B.3 USFS_S-Sensitive	6,948 6,948	53 S:1	0	0	0	1	0	0	0	1	1	0	0
Botrychium crenulatum scalloped moonwort	G4 S3	None None	Rare Plant Rank - 2B.2 USFS_S-Sensitive	6,500 6,500	138 S:1	0	0	0	0	0	1	0	1	1	0	0
Capnia lacustra Lake Tahoe benthic stonefly	G1 S1	None None		6,226 6,226	1 S:1	0	0	0	0	0	1	1	0	1	0	0
Carex davyi Davy's sedge	G3 S3	None None	Rare Plant Rank - 1B.3		34 S:1	0	0	0	0	0	1	0	1	1	0	0
Empidonax traillii willow flycatcher	G5 S1S2	None Endangered	IUCN_LC-Least Concern USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	6,600 6,600	90 S:1	0	1	0	0	0	0	1	0	1	0	0
Erethizon dorsatum North American porcupine	G5 S3	None None	IUCN_LC-Least Concern	6,117 7,713	523 S:10	0	0	0	0	0	10	0	10	10	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Eriogonum umbellatum var. torreyanum Donner Pass buckwheat	G5T2 S2	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive	6,080 7,800	23 S:2	0	1	0	0	1	0	2	0	1	1	0
Glyceria grandis American manna grass	G5 S3	None None	Rare Plant Rank - 2B.3	6,190 6,200	10 S:2	0	0	0	0	0	2	1	1	2	0	0
Gulo gulo California wolverine	G4 S1	Proposed Threatened Threatened	CDFW_FP-Fully Protected IUCN_NT-Near Threatened USFS_S-Sensitive	6,150 6,150	174 S:1	0	0	0	0	0	1	1	0	1	0	0
Helisoma newberryi Great Basin rams-horn	G1 S1S2	None None	USFS_S-Sensitive	6,226 6,226	9 S:1	0	0	0	0	0	1	1	0	1	0	0
Lepus americanus tahoensis Sierra Nevada snowshoe hare	G5T3T4Q S2	None None	CDFW_SSC-Species of Special Concern	6,350 7,486	15 S:2	0	0	0	0	0	2	1	1	2	0	0
Lepus townsendii townsendii western white-tailed jackrabbit	G5T5 S3?	None None	CDFW_SSC-Species of Special Concern	6,350 6,350	24 S:1	0	0	0	0	0	1	1	0	1	0	0
Margaritifera falcata western pearlshell	G4G5 S1S2	None None		6,040 6,040	78 S:1	0	0	0	0	0	1	0	1	1	0	0
Martes caurina sierrae Sierra marten	G5T3 S3	None None	USFS_S-Sensitive	6,401 6,401	149 S:1	0	0	0	0	0	1	0	1	1	0	0
Myotis volans long-legged myotis	G5 S3	None None	IUCN_LC-Least Concern WBWG_H-High Priority	7,530 7,530	117 S:1	0	1	0	0	0	0	0	1	1	0	0
Ochotona princeps schisticeps gray-headed pika	G5T2T4 S2S4	None None	IUCN_NT-Near Threatened	8,370 8,370	332 S:1	0	0	0	0	0	1	1	0	1	0	0
Oncorhynchus clarkii henshawi Lahontan cutthroat trout	G4T3 S2	Threatened None	AFS_TH-Threatened	6,680 6,680	27 S:1	0	0	0	0	0	1	1	0	1	0	0
Potamogeton epihydrus Nuttall's ribbon-leaved pondweed	G5 S2S3	None None	Rare Plant Rank - 2B.2	6,201 6,201	25 S:1	0	0	0	0	0	1	1	0	1	0	0
Prosopium williamsoni mountain whitefish	G5 S3	None None	CDFW_SSC-Species of Special Concern	6,226 6,500	23 S:2	0	0	0	0	0	2	1	1	2	0	0
Rana sierrae Sierra Nevada yellow-legged frog	G1 S1	Endangered Threatened	CDFW_WL-Watch List IUCN_EN-Endangered USFS_S-Sensitive	6,500 7,800	659 S:3	0	0	0	0	0	3	2	1	3	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Rhamnus alnifolia alder buckthorn	G5 S3	None None	Rare Plant Rank - 2B.2	6,100 6,500	27 S:4	1	1	0	0	0	2	2	2	4	0	0
Rorippa subumbellata Tahoe yellow cress	G1 S1	None Endangered	Rare Plant Rank - 1B.1 SB_BerrySB-Berry Seed Bank SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden USFS_S-Sensitive	6,230 6,230	30 S:2	0	0	0	0	0	2	1	1	2	0	0
Setophaga petechia yellow warbler	G5 S3S4	None None	CDFW_SSC-Species of Special Concern USFWS_BCC-Birds of Conservation Concern	6,840 6,840	78 S:1	0	0	0	0	0	1	1	0	1	0	0
Siphateles bicolor pectinifer Lahontan Lake tui chub	G4T3 S1S2	None None	CDFW_SSC-Species of Special Concern	6,226 6,226	1 S:1	0	0	0	0	0	1	0	1	1	0	0
Sphaeralcea munroana Munro's desert mallow	G4 S1	None None	Rare Plant Rank - 2B.2	6,500 6,500	1 S:1	0	0	0	0	0	1	1	0	1	0	0
Stygobromus lacicolus Lake Tahoe amphipod	G1 S1	None None		6,226 6,226	1 S:1	0	0	0	0	0	1	0	1	1	0	0
Stygobromus tahoensis Lake Tahoe stygobromid	G1 S1	None None		6,226 6,226	1 S:1	0	0	0	0	0	1	0	1	1	0	0

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Reno Fish And Wildlife Office
1340 Financial Boulevard, Suite 234
Reno, NV 89502-7147
Phone: (775) 861-6300 Fax: (775) 861-6301
http://www.fws.gov/nevada/

In Reply Refer To: November 09, 2020
Consultation Code: 08ENVD00-2020-SLI-0613
Event Code: 08ENVD00-2021-E-00131
Project Name: Tahoe City Downtown Access Improvements

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list indicates threatened, endangered, proposed, and candidate species and designated or proposed critical habitat that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act of 1973, as amended (ESA, 16 U.S.C. 1531 *et seq*.), for projects that are authorized, funded, or carried out by a Federal agency. Candidate species have no protection under the ESA but are included for consideration because they could be listed prior to the completion of your project. Consideration of these species during project planning may assist species conservation efforts and may prevent the need for future listing actions. For additional information regarding species that may be found in the proposed project area, visit http://www.fws.gov/nevada/es/ipac.html.

The purpose of the ESA is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the ESA and its implementing regulations (50 CFR 402 *et seq*.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or

designated or proposed critical habitat. Guidelines for preparing a Biological Assessment can be found at: http://www.fws.gov/midwest/endangered/section7/ba_guide.html.

If a Federal action agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this species list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally listed, proposed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally, as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation, for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the attached list.

The Nevada Fish and Wildlife Office (NFWO) no longer provides species of concern lists. Most of these species for which we have concern are also on the Animal and Plant At-Risk Tracking List for Nevada (At-Risk list) maintained by the State of Nevada's Natural Heritage Program (Heritage). Instead of maintaining our own list, we adopted Heritage's At-Risk list and are partnering with them to provide distribution data and information on the conservation needs for at-risk species to agencies or project proponents. The mission of Heritage is to continually evaluate the conservation priorities of native plants, animals, and their habitats, particularly those most vulnerable to extinction or in serious decline. In addition, in order to avoid future conflicts, we ask that you consider these at-risk species early in your project planning and explore management alternatives that provide for their long-term conservation.

For a list of at-risk species by county, visit Heritage's website (http://heritage.nv.gov). For a specific list of at-risk species that may occur in the project area, you can obtain a data request form from the website (http://heritage.nv.gov/get_data) or by contacting the Administrator of Heritage at 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701-5245, (775) 684-2900. Please indicate on the form that your request is being obtained as part of your coordination with the Service under the ESA. During your project analysis, if you obtain new information or data for any Nevada sensitive species, we request that you provide the information to Heritage at the above address.

Furthermore, certain species of fish and wildlife are classified as protected by the State of Nevada (http://www.leg.state.nv.us/NAC/NAC-503.html). You must first obtain the appropriate license, permit, or written authorization from the Nevada Department of Wildlife (NDOW) to take, or possess any parts of protected fish and wildlife species. Please visit http://www.ndow.org or contact NDOW in northern Nevada (775) 688-1500, in southern Nevada (702) 486-5127, or in eastern Nevada (775) 777-2300.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq*.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the Service's wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

The Service's Pacific Southwest Region developed the *Interim Guidelines for the Development of a Project Specific Avian and Bat Protection Plan for Wind Energy Facilities* (Interim Guidelines). This document provides energy facility developers with a tool for assessing the risk of potential impacts to wildlife resources and delineates how best to design and operate a bird- and bat-friendly wind facility. These Interim Guidelines are available upon request from the NFWO. The intent of a Bird and Bat Conservation Strategy is to conserve wildlife resources while supporting project developers through: (1) establishing project development in an adaptive management framework; (2) identifying proper siting and project design strategies; (3) designing and implementing pre-construction surveys; (4) implementing appropriate conservation measures for each development phase; (5) designing and implementing appropriate post-construction monitoring strategies; (6) using post-construction studies to better understand the dynamics of mortality reduction (*e.g.*, changes in blade cut-in speed, assessments of blade “feathering” success, and studies on the effects of visual and acoustic deterrents) including efforts tied into Before-After/Control-Impact analysis; and (7) conducting a thorough risk assessment and validation leading to adjustments in management and mitigation actions.

The template and recommendations set forth in the Interim Guidelines were based upon the Avian Powerline Interaction Committee's Avian Protection Plan template (http://www.aplic.org/) developed for electric utilities and modified accordingly to address the unique concerns of wind energy facilities. These recommendations are also consistent with the Service's wind energy guidelines. We recommend contacting us as early as possible in the planning process to discuss the need and process for developing a site-specific Bird and Bat Conservation Strategy.

The Service has also developed guidance regarding wind power development in relation to prairie grouse leks (sage-grouse are included in this). This document can be found at: http://www.fws.gov/southwest/es/Oklahoma/documents/te_species/wind%20power/prairie%20grouse%20lek%205%20mile%20public.pdf.

Migratory Birds are a Service Trust Resource. Based on the Service's conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act of 1918, as amended (MBTA; 16 U.S.C. 703 *et seq*.), we recommend that any land clearing or other surface disturbance associated with proposed actions within the project area be timed to

avoid potential destruction of bird nests or young, or birds that breed in the area. Such destruction may be in violation of the MBTA. Under the MBTA, nests with eggs or young of migratory birds may not be harmed, nor may migratory birds be killed. Therefore, we recommend land clearing be conducted outside the avian breeding season. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (*i.e.*, mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the habitat requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

Guidance for minimizing impacts to migratory birds for projects involving communications towers (*e.g.*, cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

If wetlands, springs, or streams are are known to occur in the project area or are present in the vicinity of the project area, we ask that you be aware of potential impacts project activities may have on these habitats. Discharge of fill material into wetlands or waters of the United States is regulated by the U.S. Army Corps of Engineers (ACOE) pursuant to section 404 of the Clean Water Act of 1972, as amended. We recommend you contact the ACOE's Regulatory Section regarding the possible need for a permit. For projects located in northern Nevada (Carson City, Churchill, Douglas, Elko, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Storey, and Washoe Counties) contact the Reno Regulatory Office at 300 Booth Street, Room 3060, Reno, Nevada 89509, (775) 784-5304; in southern Nevada (Clark, Lincoln, Nye, and White Pine Counties) contact the St. George Regulatory Office at 321 North Mall Drive, Suite L-101, St. George, Utah 84790-7314, (435) 986-3979; or in California along the eastern Sierra contact the Sacramento Regulatory Office at 650 Capitol Mall, Suite 5-200, Sacramento, California 95814, (916) 557-5250.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

The table below outlines lead FWS field offices by county and land ownership/project type. Please refer to this table when you are ready to coordinate (including requests for section 7 consultation) with the field office corresponding to your project, and send any documentation regarding your project to that corresponding office. Therefore, the lead FWS field office may not be the office listed above in the letterhead.

Lead FWS offices by County and Ownership/Program

County	Ownership/Program	Species	Office Lead*

Alameda	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Alameda	All ownerships but tidal/estuarine	All	SFWO
Alpine	Humboldt Toiyabe National Forest	All	RFWO
Alpine	Lake Tahoe Basin Management Unit	All	RFWO
Alpine	Stanislaus National Forest	All	SFWO
Alpine	El Dorado National Forest	All	SFWO
Colusa	Mendocino National Forest	All	AFWO
Colusa	Other	All	By jurisdiction (see map)
Contra Costa	Legal Delta (Excluding ECCHCP)	All	BDFWO
Contra Costa	Antioch Dunes NWR	All	BDFWO
Contra Costa	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Contra Costa	All ownerships but tidal/estuarine	All	SFWO
Del Norte	All	All	AFWO
El Dorado	El Dorado National Forest	All	SFWO
El Dorado	LakeTahoe Basin Management Unit		RFWO
Glenn	Mendocino National Forest	All	AFWO
Glenn	Other	All	By jurisdiction (see map)
Humboldt	All except Shasta Trinity National Forest	All	AFWO

Humboldt	Shasta Trinity National Forest	All	YFWO
Lake	Mendocino National Forest	All	AFWO
Lake	Other	All	By jurisdiction (see map)
Lassen	Modoc National Forest	All	KFWO
Lassen	Lassen National Forest	All	SFWO
Lassen	Toiyabe National Forest	All	RFWO
Lassen	BLM Surprise and Eagle Lake Resource Areas	All	RFWO
Lassen	BLM Alturas Resource Area	All	KFWO
Lassen	Lassen Volcanic National Park	All (includes Eagle Lake trout on all ownerships)	SFWO
Lassen	All other ownerships	All	By jurisdiction (see map)
Marin	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Marin	All ownerships but tidal/estuarine	All	SFWO
Mendocino	Russian River watershed	All	SFWO
Mendocino	All except Russian River watershed	All	AFWO
Modoc	Modoc National Forest	All	KFWO
Modoc	BLM Alturas Resource Area	All	KFWO
Modoc	Klamath Basin National Wildlife Refuge Complex	All	KFWO
Modoc	BLM Surprise and Eagle Lake Resource Areas	All	RFWO

Modoc	All other ownerships	All	By jurisdiction (See map)
Mono	Inyo National Forest	All	RFWO
Mono	Humboldt Toiyabe National Forest	All	RFWO
Napa	All ownerships but tidal/estuarine	All	SFWO
Napa	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Nevada	Humboldt Toiyabe National Forest	All	RFWO
Nevada	All other ownerships	All	By jurisdiction (See map)
Placer	Lake Tahoe Basin Management Unit	All	RFWO
Placer	All other ownerships	All	SFWO
Sacramento	Legal Delta	Delta Smelt	BDFWO
Sacramento	Other	All	By jurisdiction (see map)
San Francisco	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
San Francisco	All ownerships but tidal/estuarine	All	SFWO
San Mateo	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
San Mateo	All ownerships but tidal/estuarine	All	SFWO
San Joaquin	Legal Delta excluding San Joaquin HCP	All	BDFWO

San Joaquin	Other	All	SFWO
Santa Clara	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
Santa Clara	All ownerships but tidal/estuarine	All	SFWO
Shasta	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Shasta	Hat Creek Ranger District	All	SFWO
Shasta	Bureau of Reclamation (Central Valley Project)	All	BDFWO
Shasta	Whiskeytown National Recreation Area	All	YFWO
Shasta	BLM Alturas Resource Area	All	KFWO
Shasta	Caltrans	By jurisdiction	SFWO/AFWO
Shasta	Ahjumawi Lava Springs State Park	Shasta crayfish	SFWO
Shasta	All other ownerships	All	By jurisdiction (see map)
Shasta	Natural Resource Damage Assessment, all lands	All	SFWO/BDFWO
Sierra	Humboldt Toiyabe National Forest	All	RFWO
Sierra	All other ownerships	All	SFWO
Siskiyou	Klamath National Forest (except Ukonom District)	All	YFWO
Siskiyou	Six Rivers National Forest and Ukonom District	All	AFWO
Siskiyou	Shasta Trinity National Forest	All	YFWO

Siskiyou	Lassen National Forest	All	SFWO
Siskiyou	Modoc National Forest	All	KFWO
Siskiyou	Lava Beds National Volcanic Monument	All	KFWO
Siskiyou	BLM Alturas Resource Area	All	KFWO
Siskiyou	Klamath Basin National Wildlife Refuge Complex	All	KFWO
Siskiyou	All other ownerships	All	By jurisdiction (see map)
Solano	Suisun Marsh	All	BDFWO
Solano	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Solano	All ownerships but tidal/estuarine	All	SFWO
Solano	Other	All	By jurisdiction (see map)
Sonoma	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Sonoma	All ownerships but tidal/estuarine	All	SFWO
Tehama	Mendocino National Forest	All	AFWO
Tehama	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Tehama	All other ownerships	All	By jurisdiction (see map)
Trinity	BLM	All	AFWO
Trinity	Six Rivers National Forest	All	AFWO
Trinity	Shasta Trinity National Forest	All	YFWO

Trinity	Mendocino National Forest	All	AFWO
Trinity	BIA (Tribal Trust Lands)	All	AFWO
Trinity	County Government	All	AFWO
Trinity	All other ownerships	All	By jurisdiction (See map)
Yolo	Yolo Bypass	All	BDFWO
Yolo	Other	All	By jurisdiction (see map)
All	FERC-ESA	All	By jurisdiction (see map)
All	FERC-ESA	Shasta crayfish	SFWO
All	FERC-Relicensing (non-ESA)	All	BDFWO

***Office Leads:**

AFWO=Arcata Fish and Wildlife Office

BDFWO=Bay Delta Fish and Wildlife Office

KFWO=Klamath Falls Fish and Wildlife Office

RFWO=Reno Fish and Wildlife Office

YFWO=Yreka Fish and Wildlife Office

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Reno Fish And Wildlife Office
1340 Financial Boulevard, Suite 234
Reno, NV 89502-7147
(775) 861-6300

Project Summary

Consultation Code: 08ENVD00-2020-SLI-0613

Event Code: 08ENVD00-2021-E-00131

Project Name: Tahoe City Downtown Access Improvements

Project Type: TRANSPORTATION

Project Description: The Tahoe City Downtown Access Improvement Project will increase parking, and improve and simplify vehicle and pedestrian circulation between Grove Street and the Cobblestone Plaza, in Tahoe City, California.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/39.17134464452757N120.14114376130112W

Counties: Placer, CA

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Amphibians

NAME	STATUS
Sierra Nevada Yellow-legged Frog *Rana sierrae* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9529	Endangered

Fishes

NAME	STATUS
Lahontan Cutthroat Trout *Oncorhynchus clarkii henshawi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3964 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/233/office/14320.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Cassin's Finch *Carpodacus cassinii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15

NAME	BREEDING SEASON
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rufous Hummingbird *selasphorus rufus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Williamson's Sapsucker *Sphyrapicus thyroideus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8832	Breeds May 1 to Jul 31
Willow Flycatcher *Empidonax traillii* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/3482	Breeds May 20 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ “Proper Interpretation and Use of Your Migratory Bird Report” before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for

that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

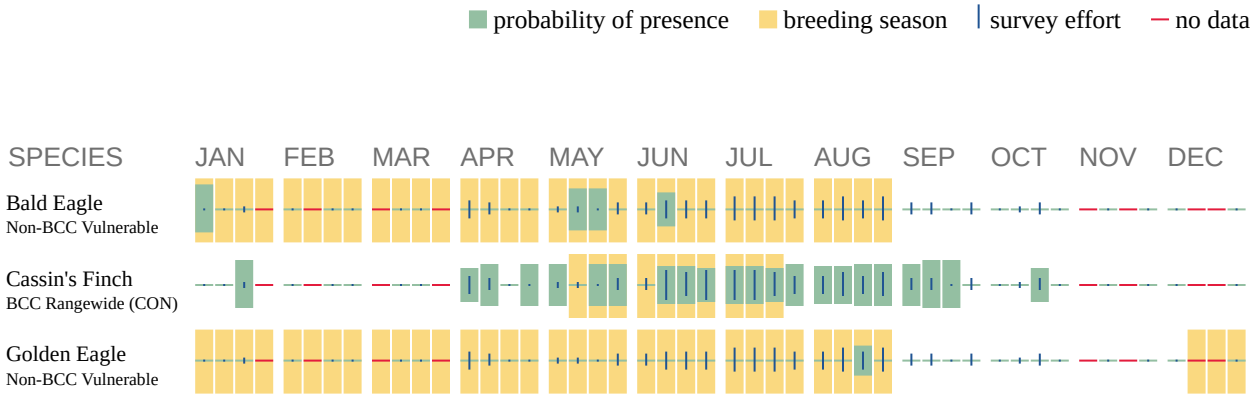
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

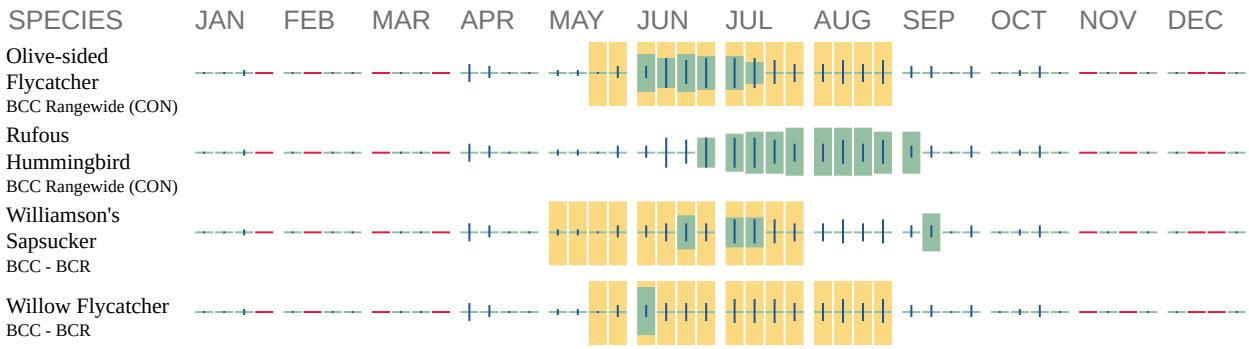
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.
Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?
The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act

requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can

implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

APPENDIX

C

TRAFFIC ANALYSIS

PLACER COUNTY PUBLIC WORKS

TAHOE CITY DOWNTOWN ACCESS IMPROVEMENT PROJECT

TRAFFIC ANALYSIS

Prepared by LSC Transportation Consultants, Inc

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Tahoe City Downtown Access Improvement

Traffic Analysis

Prepared for:

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Project Number #207280

November 5, 2020

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INTRODUCTION

The Tahoe City Downtown Access Plan would expand the existing Grove Street public parking lot by 35 spaces and provide new connections between commercial properties along SR 28 and the public lot. This report presents an analysis of the transportation-related impacts of the proposed project. The following chapter presents a review of existing conditions. This is followed by a chapter discussing the specific impacts of the project.

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INTRODUCTION

This chapter presents background information regarding existing transportation conditions in the study area. Traffic volumes are first reviewed, followed by a discussion of existing Level Of Service and key traffic queues. This is followed by a review of existing parking condtions and bicycle/pedestrian conditions.

EXISTING TRAFFIC VOLUMES

This sections first presents the existing available traffic count data. This is then used as the basis for estimation of traffic volumes at key intersections in the study area.

Existing Counts

Traffic count information in the site vicinity are as follows:

- Caltrans maintains a regular program of traffic counts on all state highways, which is available at https://dot.ca.gov/programs/traffic-operations/census. Pertinent to the Tahoe area are the Peak Month (typically July) Average Daily Traffic Volumes. The most recent available counts (2018) indicate a volume of 17,500 vehicles per day (total of both directions) west of Grove Street and 17,400 east of Grove Street. These volumes are effectively unchanged from 2018 counts but are down from the 2008 values by 5 percent west of Grove Street and 13 percent east of Grove Street.

- Appendix A presents intersection turning movements counts conducted for busy summer days at the SR 28/Grove Street and the SR 28/Jackpine Street/Boatworks Mall Driveway intersections. The number of pedestrians crossing each street was also recorded. The Grove Street intersection counts reflect the high level of pedestrian crossing of SR 28 on the west side of Grove Street, with up to 308 pedestrians crossing the highway in the busiest hour of pedestrian activity.

- Appendix A also provides traffic and pedestrian counts conducted on the Saturday of Labor Day weekend (September 5 – 7, 2020). While these counts reflect COVID conditions, they are useful in evaluating the parking space turnover and the directional distribution of parking lot traffic.

Analysis of Existing Traffic Volumes at Driveway Intersections

As counts are not available for other driveway intersections and as a basis for this analysis, existing traffic volumes (absent COVID-19 conditions) were estimated for the driveway intersections along SR 28 as well as at Grove Street and Jackpine Street. This analysis was conducted as follows:

The daily and peak-hour trip generation of the land uses on the parcels participating in the joint parking lot were calculated, as shown in Table 1. This is based on the existing land uses and standard trip generation rates published by the Institute of Transportation Engineers in *Trip Generation 10th Edition*. Trip generation was also reduced by 14 percent, based on the results of TRPA's 2018 *Travel Mode Survey* for respondents in the downtown Tahoe City area. As shown, in total these properties generate an estimated 1,554 daily one-way vehicle-trips, of which 219 occur in the PM peak-hour (111 inbound and 108 outbound).

TABLE 1: Trip Generation of Study Area Shared Parking Land Uses

Building	Bldg Sq Ft Total	Building Sq Ft by Use	ITE Trip Generation Land Use: Category	ITE Trip Generation Land Use: Code	ITE Trip Rate (1): Daily	ITE Trip Rate (1): PM Peak Hour	ITE Trip Rate (1): Percent PM Peak Hour Entering	Vehicle-Trips: Daily	Vehicle-Trips: PM Peak-Hour In	Vehicle-Trips: PM Peak-Hour Out
Any Mountain	7,656	7,656	Shopping Center	820	37.75	4.21	50%	249	14	14
Grand Central Building	4,800	3,000	High Turnover Sitdown Restaurant	932	112.18	17.41	52%	289	23	22
		800	Small Office Building	712	16.19	2.45	32%	11	1	1
		1,000	Salon (2)	918	13.00	1.45	17%	11	0	1
							Total	312	24	24
Subtotal: Any Mountain & Grand Central Bldg								560	38	38
Mother Natures	--	2,500	Shopping Center	820	37.75	4.21	50%	81	5	5
		8	Motel (Rooms)	320	8.71	0.74	45%	60	2	3
							Total	141	7	7
Rosies	4,095	4,095	High Turnover Sitdown Restaurant	932	112.18	17.41	52%	395	32	29
Eadington Gallery	1,850	1,850	Shopping Center	820	37.75	4.21	50%	60	3	3
Fat Cat Building	5,575	1,840	High Turnover Sitdown Restaurant	932	112.18	17.41	52%	177	14	13
		1,840	Shopping Center	820	37.75	4.21	50%	60	3	3
		1,840	Liquor Store	899	101.49	17.12	50%	161	14	14
							Total	398	31	30
							TOTAL	1554	111	108

Tahoe City Non-Auto Travel Mode	14%

1. Source -- Institute of Transportation Engineers Trip Generation (10th Edition). Weekday peak hour of generator values used, for general urban/suburban setting, except Saturday rate used when higher than weekday rate. Apparel Store (876) and Crafts Store (879) not used due to limited sample size.

2. As ITE daily rate not available, estimated based on ratio of Shopping Center daily to peak-hour rate.

- As the trip generation and associated parking demand for some of the parcels exceeds the onsite private parking capacity and as some of the parking demand is accommodated elsewhere, it is necessary to review the parking balance to identify the vehicle-trips into and out of each lot. First, the proportion of the arriving drivers that choose to use parking spaces along the highway (and therefore do not enter the private lots) was estimated to be 30 percent, based on the relative number of spaces available on the highway to the spaces available in the private lots.

- As shown in Table 2, the remaining 70 percent of arriving drivers are assumed to search for parking in the private lots. (As the parking areas for Any Mountain and Grand Central Building are connected, they are considered in combination). The number of these drivers that can be accommodated on-site is a factor of the number of spaces divided by the average parking duration. The TRPA surveys indicate that the average length of stay of persons interviewed in the Tahoe City commercial core is 1.24 hours (or 1 hour, 15 minutes). As also shown in Table 2, this indicates that all inbound drivers can be accommodated in the Mother Nature's Building lot (7 inbound drivers and 10 available spaces), but that 10 drivers bound to the Any Mountain/Grand Central Buildings and 8 bound to the Fat Cat Building are unsuccessful (and therefore generate an additional outbound trip).

TABLE 2: PM Peak-Hour Trips To/From Existing Lots

Parking Lot	Arriving Drivers Looking Onsite	# of Parking Spaces	Volume Served Onsite		Denied Vehicle Movements		Total Driveway Volumes	
			In	Out	In	Out	In	Out
Any Mountain & Grand Central Building	27	21	17	17	10	10	27	27
Mother Natures	7	10	7	7	0	0	7	7
Fat Cat Building	22	17	14	14	8	8	22	22
Grove St Lot		35	28	28	10	10	38	38

- The total trips served by the on-site spaces can then be added to the denied trips to yield the total volume in and out of the individual parcel lots.

- The trips generated by the existing Grove Street Lot are the sum of those trips accommodated in the lot plus other drivers unsuccessfully searching for parking at peak times. Trips by those drivers parking in the lot were estimated based on the current parking capacity divided by the average parking duration. Those trips generated by those denied parking due to capacity constraints are estimated to equal 10 trips in each direction, based on the number of hourly trips denied in the other parcel lots and addition 5 such trips for other nearby land uses (such as along Grove Street south of SR 28).

- Existing traffic turning movement volumes in the downtown Tahoe City area indicate a close to even split of traffic to/from the east versus the west, with 52 percent of traffic to/from the east and 48 percent to/from the west. This is used to assign access trips.

- Some drivers using the Grove Street lot are expected to choose to use Grove Street, Tahoe Street, and Jackpine Street to travel to/from the east rather than using Grove Street directly onto SR 28. The average delay for southbound movements onto SR 28 at Jackpine Street is calculated to be 29 seconds, while the average delay for the same movement at Grove Street is 69 seconds due to the higher volumes on Grove Street and the delays caused by the high pedestrian crossing activity. This extra 40 seconds of delay during peak periods is more than the roughly 15 additional seconds it takes to travel the longer route via Tahoe Street. Similarly, westbound drivers heading to the Grove Street lot that are delayed by traffic queues along SR 28 may choose to turn north onto Jackpine Street and use the back route to the lot. As a result, it can be expected that some of the drivers that are aware of this route option (local residents or employees) would choose to use this route. Based on the proportion of total traffic on a peak summer day generated by visitors vs. locals and these relative travel times, it is estimated that 20 percent of the exiting Grove Street Lot traffic heading east uses Tahoe Street and Jackpine Street while 10 percent of those from the east heading to Grove Street use Tahoe Street and Jackpine Street.

- The angled arrangement of parking north of the Grand Central Building tends to increase the proportion of total Grand Central and Any Mountain exiting traffic that uses the Any Mountain driveway.

The resulting existing traffic volumes are presented in Table 3 and depicted in Figure 1.

TABLE 3: Existing Turning Movement Volumes

	Northbound			Southbound			Eastbound			Westbound			
Intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	**Total**
SR 28/Any Mountain	--	--	--	10	--	9	5	760	--	--	647	5	1,436
SR 28/Grand Central	--	--	--	4	--	4	8	757	--	--	648	9	1,430
SR 28/Mother Nature	--	--	--	4	--	3	3	762	--	--	654	4	1,430
SR 28/Grove St	11	0	15	25	1	39	15	734	19	7	610	23	1,499
SR 28/Jackpine St/Boatworks	20	0	42	41	0	28	25	683	16	18	574	18	1,465
Grove Street/Grove Street Lot	36	13	--	--	28	2	4	--	34	--	--	--	117

Existing Intersection Level of Service

Intersection traffic operations are assessed in terms of Level Of Service (LOS). For unsignalized intersection, LOS ranges from LOS A (an average delay of 10 seconds or less per vehicle) to LOS F (in excess of an average delay of 50 seconds per vehicle). Both Placer County and TRPA standards for unsignalized intersections in Town Centers (such as the study area) allow for LOS F conditions.

LOS for the study area intersections were evaluated using the Synchro 10 software package, based upon Highway Capacity Manual methodologies. As shown in Table 4, LOS at the SR 28/Grove Street intersection is LOS F for the side street (Grove Street) approaches, while LOS D is found for the southbound approach to the SR 28/Jackpine Street/Boatworks Mall Driveway intersection. The private driveway intersections along SR 28 all have a worst LOS of C, for the southbound movement. The presence of the two-way left

Figure 1
Existing Peak-Hour Traffic Volumes

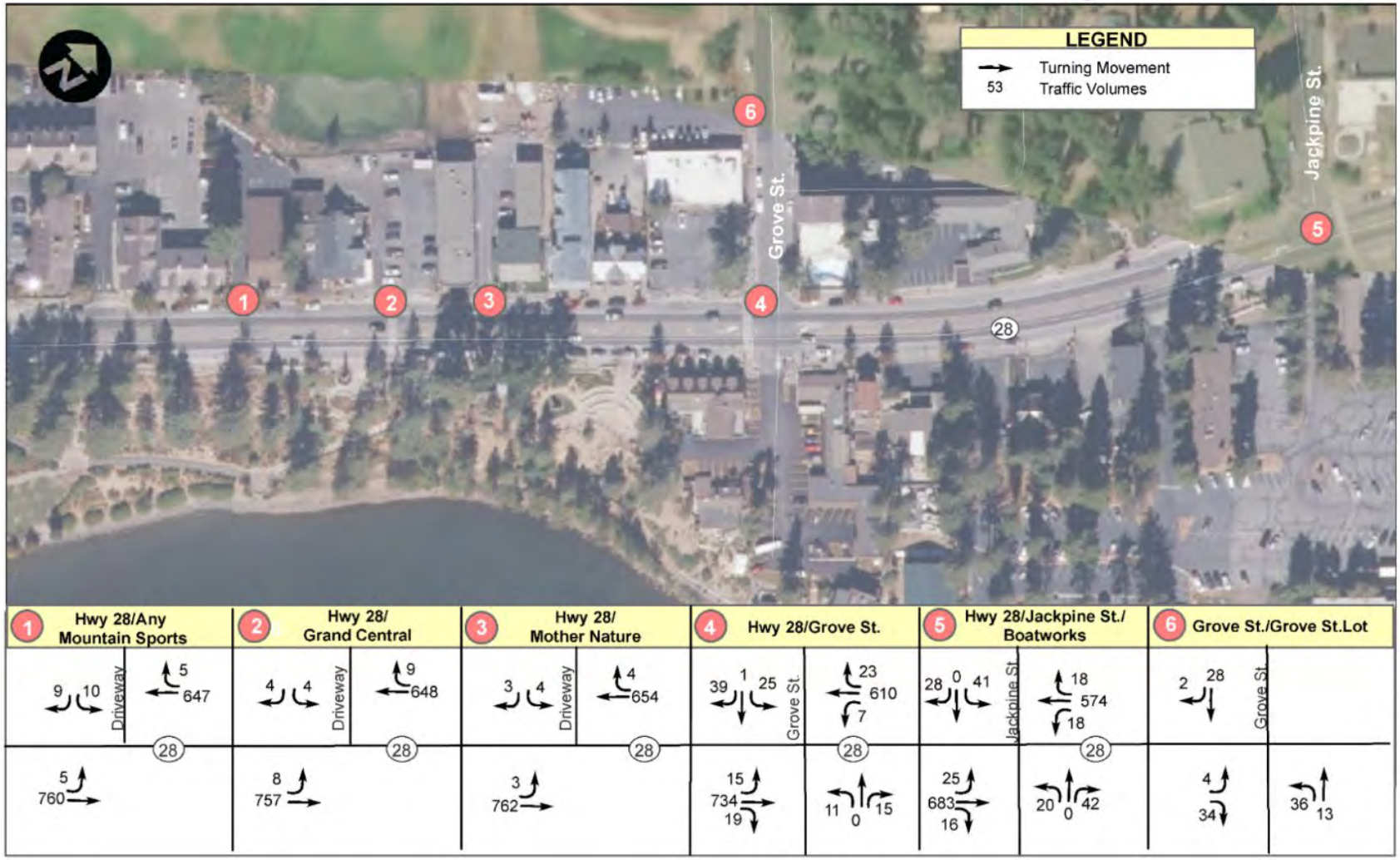

TABLE 4: Intersection Level of Service -- Existing

	EW Street	NS Street		Movement NB	EBL	EBT	WBL	WBT	SB
1	SR 28	Any Mtn Driveway	LOS	--	A	A	--	A	C
			Delay (s)	--	9.1	0	--	0	15.3
2	SR 28	Grand Central Driveway	LOS	--	A	A	--	A	C
			Delay (s)	--	9.1	0	--	0	15
3	SR 28	Mother Nature's	LOS	--	A	A	--	A	C
			Delay (s)	--	9.1	0	--	0	15.1
4	SR 28	Grove Street	LOS	F	B	A	B	A	F
			Delay (s)	50.3	12	0	13.3	0	67.9
5	SR 28	Jackpine St/Boatworks	LOS	C	A	A	B	A	D
			Delay (s)	24.3	9.5	0	10.1	0	27.9
6	Grove St. Lot Driveway	Grove Street	LOS	A	A	--	--	--	--
			Delay (s)	7.3	8.7	--	--	--	--

Source: Synchro 10

turn lane helps to reduce traffic delays for these southbound movements, as it allows for two-stage left turn movements.

Existing Intersection Level of Service

Intersection traffic operations are assessed in terms of Level Of Service (LOS). For unsignalized intersection, LOS ranges from LOS A (an average delay of 10 seconds or less per vehicle) to LOS F (in excess of an average delay of 50 seconds per vehicle). Both Placer County and TRPA standards for unsignalized intersections in Town Centers (such as the study area) allow for LOS F conditions.

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Existing Key Traffic Queue Lengths

The LOS analyses also provide estimates of the 95th percentile[1] traffic queue length on key approaches. Queue lengths are a particular concern if they have the potential to block through movements. Key queue length concerns regarding this study are limited to the southbound queues approaching SR 28 at Grove Street and Jackpine Street:

- Grove Street Southbound Queue—2.9 vehicles (58 feet, at 20 feet per vehicle). As there is 60 feet from the southbound Stop bar to the Fat Cat driveway, this queue length does not generally impede access into the driveway.

[1] This is the queue length that is only exceeded 5 percent of the time over the peak hour.

- Jackpine Street Southbound Queue—1.4 vehicles (28 feet). As there is 140 feet from the southbound Stop bar to the US Bank driveway and 40 feet to the drive-through egress lane, this queue length is not impeding access to the property.

Existing Parking Counts

Parking counts were conducted throughout the Tahoe City commercial core area in 2019 as part of the Resort Triangle Transportation Plan. Tables 5 and 6 present the results of counts conducted in peak summer (Saturdays in August[2]) and in the offseason (a Saturday in October) for the central portion of the commercial core area encompassing the immediate project site. A review of these counts indicates the following:

- The study area as a whole has 252 parking spaces, of which 133 are private spaces and 119 are public spaces. Of these public spaces, 36 are in the Grove Street Lot and 82 are along the state highway or Grove Street.

- Overall, a maximum of 219 vehicles were observed parked in this study area at any one time (3 PM on the summer Saturday), equal to 87 percent of all spaces.

- The maximum public space observed parking was 107 (90 percent) around 3 PM, while the maximum private space parking was 119 (89 percent) around 5 PM.

- Total parking demand in the offseason was 20 percent lower than in the peak summer season.

- Various individual parking areas reached or exceeded 100 percent utilization. Exceeding 100 percent utilization in parking lots reflects vehicles parking outside of defined parking spaces. Along the roadways (which do not have painted individual parking spaces), exceedance of 100 percent reflects drivers squeezing into spaces smaller than then 25 feet in length assumed in estimating the parking capacity and/or drivers parking in illegal areas (such as close to a cross-street). Areas exceeding the legal capacity include the cur parking along the south side of SR 28, the Fat Cat parking lot, the Big Tree Center parking lot and the Grove Street public parking lot.

- Of note for this specific study, the Grove Street public parking lot exceeds the striped capacity of 36 spaces by one vehicle, in both summer and off-season in the early afternoon. However, at all times there are a minimum of seven spaces available nearby along the sides of Grove Street.

Existing Pedestrian Activity

The central Tahoe City commercial core is a busy pedestrian zone. As detailed in Appendix A, total two-way pedestrian volumes at key locations observed in recent counts are as follows:

[2] Previous parking counts determined that peak parking activity occurs on Saturdays.

Table 5: Central Tahoe City Parking Counts -- Summer

Area	Public/ Private	Parking Spaces Regular	ADA	Total	Hour AM	AM	PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Parking Counts by Hour													
SR 28, N-side - Grove to America's Best Value	Public	30	0	30	12	12	25	25	25	28	28	25	21
SR 28, S-side - Cobblestone to Grove	Public	18	0	18	19	19	19	19	20	20	19	19	19
Grove Street, South (lake side) of 28	Public	46	4	50	15	18	28	32	30	45	45	50	50
Big Tree Center, Grand Central, Any Mountain	Private	43	2	45	33	30	41	49	40	36	30	38	35
Mother Natures/Cabin Fever	Private	9	1	10	7	7	9	5	5	6	8	9	9
Fat Cat Area	Private	17	1	18	12	15	18	19	20	19	18	15	12
Grove Street Public Lot	Public	34	2	36	34	35	37	37	35	31	29	26	30
Private Lot Off of Grove Street Lot	Private	10	0	10	5	5	7	7	7	6	6	7	5
Grove Street: 28 to Tahoe St - both sides	Public	35	0	35	22	20	19	24	27	28	27	25	26
Subtotal - Public On-Street		83	0	83	53	51	63	68	72	76	74	69	66
Subtotal - Public Lot		34	2	36	34	35	37	37	35	31	29	26	30
Subtotal - Total Public		117	2	119	87	86	100	105	107	107	103	95	96
Subtotal - Private		125	8	133	72	75	103	112	102	112	107	119	111
TOTAL		242	10	252	159	161	203	217	209	219	210	214	207

Parking Utilization by Hour	AM	AM	PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Maximum Utilization
SR 28, N-side - Grove to America's Best Value	40%	40%	83%	83%	83%	93%	93%	83%	70%	93%
SR 28, S-side - Cobblestone to Grove	106%	106%	106%	106%	111%	111%	106%	106%	106%	111%
Grove Street, South (lake side) of 28	30%	36%	56%	64%	60%	90%	90%	100%	100%	100%
Big Tree Center, Grand Central, Any Mountain	73%	67%	91%	109%	89%	80%	67%	84%	78%	109%
Mother Natures/Cabin Fever	70%	70%	90%	50%	50%	60%	80%	90%	90%	90%
Fat Cat Area	67%	83%	100%	106%	111%	106%	100%	83%	67%	111%
Grove Street Public Lot	94%	97%	103%	103%	97%	86%	81%	72%	83%	103%
Private Lot Off of Grove Street Lot	50%	50%	70%	70%	70%	60%	60%	70%	50%	70%
Grove Street: 28 to Tahoe St - both sides	63%	57%	54%	69%	77%	80%	77%	71%	74%	80%
Subtotal - Public On-Street	64%	61%	76%	82%	87%	92%	89%	83%	80%	92%
Subtotal - Public Lot	94%	97%	103%	103%	97%	86%	81%	72%	83%	103%
Subtotal - Total Public	73%	72%	84%	88%	90%	90%	87%	80%	81%	90%
Subtotal - Private	54%	56%	77%	84%	77%	84%	80%	89%	83%	89%
TOTAL	63%	64%	81%	86%	83%	87%	83%	85%	82%	87%

Source: Counts conducted Saturday August 24 and Saturday August 31, 2019.

Table 6: Central Tahoe City Parking Counts -- Offseason

Area	Public/ Private	Parking Spaces Regular	ADA	Total	Hour AM	AM	PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Parking Counts by Hour													
SR 28, N-side - Grove to America's Best Value	Public	30	0	30	20	25	25	18	19	23	14	18	16
SR 28, S-side - Cobblestone to Grove	Public	18	0	18	10	15	14	17	16	18	15	13	14
Grove Street, South (lake side) of 28	Public	46	4	50	6	17	26	26	23	16	14	28	42
Big Tree Center, Grand Central, Any Mountain	Private	43	2	45	19	22	28	28	30	30	30	27	24
Mother Natures/Cabin Fever	Private	9	1	10	4	5	5	5	5	4	3	6	5
Fat Cat Area	Private	17	1	18	13	14	16	16	21	15	20	14	15
Grove Street Public Lot	Public	34	2	36	30	33	35	35	37	33	36	25	24
Private Lot Off of Grove Street Lot	Private	10	0	10	3	5	5	5	4	3	3	4	4
Grove Street: 28 to Tahoe St - both sides	Public	35	0	35	5	8	8	17	19	15	13	7	6
Subtotal - Public On-Street		83	0	83	35	48	47	52	54	56	42	38	36
Subtotal - Public Lot		34	2	36	30	33	35	35	37	33	36	25	24
Subtotal - Total Public		117	2	119	65	81	82	87	91	89	78	63	60
Subtotal - Private		115	8	123	42	58	75	75	79	65	67	75	86
TOTAL		232	10	242	107	139	157	162	170	154	145	138	146

Parking Utilization by Hour	AM	AM	PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Maximum Utilization
SR 28, N-side - Grove to America's Best Value	67%	83%	83%	60%	63%	77%	47%	60%	53%	83%
SR 28, S-side - Cobblestone to Grove	56%	83%	78%	94%	89%	100%	83%	72%	78%	100%
Grove Street, South (lake side) of 28	12%	34%	52%	52%	46%	32%	28%	56%	84%	84%
Big Tree Center, Grand Central, Any Mountain	42%	49%	62%	62%	67%	67%	67%	60%	53%	67%
Mother Natures/Cabin Fever	40%	50%	50%	50%	50%	40%	30%	60%	50%	60%
Fat Cat Area	72%	78%	89%	89%	117%	83%	111%	78%	83%	117%
Grove Street Public Lot	83%	92%	97%	97%	103%	92%	100%	69%	67%	103%
Private Lot Off of Grove Street Lot	30%	50%	50%	50%	40%	30%	30%	40%	40%	50%
Grove Street: 28 to Tahoe St - both sides	14%	23%	23%	49%	54%	43%	37%	20%	17%	54%
Subtotal - Public On-Street	42%	58%	57%	63%	65%	67%	51%	46%	43%	67%
Subtotal - Public Lot	83%	92%	97%	97%	103%	92%	100%	69%	67%	103%
Subtotal - Total Public	55%	68%	69%	73%	76%	75%	66%	53%	50%	76%
Subtotal - Private	34%	47%	61%	61%	64%	53%	54%	61%	70%	70%
TOTAL	44%	57%	65%	67%	70%	64%	60%	57%	60%	70%

Source: Counts conducted on Saturday October 19, 2019.

- SR 28 at West Side of Grove Street – 308 pedestrians per hour
- Grove Street at South Side of SR 28 – 187 pedestrians per hour
- Grove Street at North Side of SR 28 – 91 pedestrians per hour
- Grove Street Lot Driveway at West side of Grove Street – 49 pedestrians per hour

Caltrans staff also collected pedestrian count data on July 31, 2012 crossing SR 28 to the west of Grove Street. Hourly count between Any Mountain and the Big Tree Center totaled 28, and the section between Big Tree Center and the Fuller Building totaled 17.

This chapter presents the analysis of transportation-related impacts of the proposed Downtown Access improvements. Traffic volume impacts are first presented, along with impacts on Level Of Service, queue lengths and VMT. Impacts on transit services and bicycle/pedestrian conditions are also discussed.

TRAFFIC VOLUME IMPACTS

Impact on Total Vehicle-Trips to Tahoe City

The proposed project would increase the total number of parking spaces by 35. This is equal to a 13.9 percent increase in parking supply for the central Tahoe City area (Any Mountain Sports to Grove Street), or a 1.5 percent increase for the Tahoe City area (including the Commercial Core, Commons Beach and 64 Acres) as a whole.

In areas where parking demand reaches overall parking availability, there is the possibility for the expansion of parking to "induce" new vehicle-trips by making auto use significantly easier. As discussed in Chapter II, there are times when specific parking areas (such as the existing Grove Street Lot) fill completely. However, there is always available parking with a short (100 to 200 foot) walk distance, and the overall parking availability for the central Tahoe City area never exceeds 87 percent. The potential that a short walk to a nearby available parking space currently reduces any existing vehicle-trips is minimal. Therefore, the additional 35 parking spaces are not expected to result in any increase in overall vehicle-trips to/from Tahoe City.

Impact of Redistribution of Parking Activity

The proposed project will redistribute existing parking activity in the following ways:

- The largest impact will be that all exiting movements will be onto Grove Street, eliminating exiting movements onto SR 28 at the three driveways. As discussed in Chapter II, this totals 34 existing peak-hour vehicle-movements that will shift to Grove Street. While the large majority of these drivers will head south on Grove Street to SR 28, 4 are expected to choose to head north and use Tahoe Street and Jackpine Street to head east.

- One of the benefits of increasing parking supply is that the need for additional travel to search for available parking can be reduced. Drivers would have a higher chance of finding parking at their desired location, rather than having to driver further to find a spot. The amount of this activity currently occurring and that would be reduced by the increase in parking spaces can be estimated based upon the comparison of traffic generation versus parking availability, as shown in Table 2. This indicates that there are total of 28 arriving drivers in a peak hour that cannot find an on-site space and thus need to extend their trip to find an available space. This will tend to reduce overall traffic volumes at study intersections, as the drivers currently denied available parking at Any Mountain, Grand Central Building and the Grove Street Lot can find available parking within the expanded Grove Street Lot, while those denied available parking at the Fat Can Lot can access the additional Grove Street Lot parking without entering the highway.

- Some of the drivers not finding convenient parking at their desired location (particularly in the Grove Street Lot and Fat Cat lot) will choose to park north along Grove Street or other neighborhood streets such as Bliss Court). As the proposed project would allow much of this parking demand to be accommodated in the expanded Grove Street lot, it would tend to reduce

parking demand in the neighborhood and associated vehicle-movements on neighborhood streets.

Impact of Shifts in Travel Routes

Beyond the shifts in traffic movements associated with shifts in parking locations, the following changes in travel routes would occur:

- As discussed in Chapter II, some of the drivers entering Tahoe City from the east and bound to the Grove Street Lot currently use Jackpine Street and Tahoe Street when there are delays along SR 28. With the expansion of the Grove Street Lot, this volume would increase. Given the existing volume and relative growth in the size of the lot, this would add 2 vehicle-trips per hour.

- Drivers entering from the west and heading to the Grove Street Lot would largely shift to using the Any Mountain driveway, particularly in periods of traffic delay along SR 28. Considering the distribution of traffic, this is a shift of 14 eastbound vehicle-trips.

There also is the potential for drivers heading north on Grove Street north of the parking lot to use the new connection from the highway as a bypass route to congestion along SR 28 at Grove Street. Given the low level of observed traffic activity on Grove Street north of the Grove Street Lot during peak summer conditions and the slow travel speeds through the lot, this is not considered to be a significant issue. During Tahoe Lake Elementary School bell times (when traffic on Grove Street is greater), there is little traffic delays along SR 28 to encourage any consideration of using the lot as a bypass.

Summary of Traffic Volume Impacts

Considering all the various impacts discussed above, Table 7 presents the overall impact of the proposed project on peak-hour intersection volumes. These impacts are also depicted in Figure 2. Adding the existing traffic volumes in Table 3 to the impacts shown in Table 7 yields the existing plus project volumes, as presented in Table 8 and Figure 3. The overall impact of the project on total traffic activity through the intersections along SR 28 will be modest decreases (0 to 1.2 percent decrease), while the total volume at the Grove Street Lot driveway along Grove Street will increase by 12 percent. These decreases along the highway reflect the reduction in excess travel as motorists search for an available parking space.

TABLE 7: Impact of Proposed Project on Peak-Hour Traffic Volumes

	Northbound			Southbound			Eastbound			Westbound				Percent
Intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Change
SR 28/Any Mountain	--	--	--	-10	--	-9	12	-12	--	--	9	0	-10	-0.7%
SR 28/Grand Central	--	--	--	-4	--	-4	0	-22	--	--	13	0	-17	-1.2%
SR 28/Mother Nature	--	--	--	-4	--	-3	0	-26	--	--	16	0	-17	-1.2%
SR 28/Grove St	0	0	0	8	0	16	-12	-14	0	0	0	-2	-4	-0.3%
SR 28/Jackpine St/Boatworks	0	0	0	5	0	0	0	-5	0	0	-2	2	0	0.0%
Grove Street/Grove Street Lot	-10	-4	--	--	-2	2	0	--	28	--	--	--	14	12.0%

Figure 2
Impact of Proposed Project on Peak-Hour Traffic

1 Hwy 28/Any Mountain Sports	2 Hwy 28/ Grand Central	3 Hwy 28/ Mother Nature	4 Hwy 28/Grove St.		5 Hwy 28/Jackpine St./ Boatworks		6 Grove St./Grove St. Lot	
-9 -10 Driveway 0 9	-4 -4 Driveway 0 13	-3 -4 Driveway 0 16	16 0 8 Grove St.	-2 0 0	0 0 5 Jackpine St.	2 -2 0	2 -2 Grove St.	
28	28	28		28		28		
12 -12	0 -22	0 -26	-12 -14 0	0 0 0	0 -2 0	0 0 0	0 28	-10 -4

TABLE 8: Existing Plus Proposed Project Peak-Hour Traffic Volumes

Intersection	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SR 28/Any Mountain	--	--	--	0	--	0	17	748	--	--	656	5	1,426
SR 28/Grand Central	--	--	--	0	--	0	8	735	--	--	661	9	1,413
SR 28/Mother Nature	--	--	--	0	--	0	3	736	--	--	670	4	1,413
SR 28/Grove St	11	0	15	33	1	55	3	720	19	7	610	21	1,495
SR 28/Jackpine St/Boatworks	20	0	42	46	0	28	25	678	16	18	572	20	1,465
Grove Street/Grove Street Lot	26	9	--	--	26	4	4	--	62	--	--	--	131

Level Of Service Impacts

The results of the intersection LOS analysis with the proposed project is presented in Table 9. In comparing these results with those for existing no-project conditions presented in Table 4, there are no changes in LOS (though the elimination of exiting traffic on the SR 28 driveways eliminates these southbound movements). However, within the LOS F for the southbound movement on Grove Street at SR 28, the average delay increases by 20.1 seconds (or 43 percent) to 97 seconds. All other delays change no more than 2 seconds.

Impact on Key Traffic Queues

A review of traffic queues with the proposed project indicates one location with a potential queue issue. The project would increase the 95th percentile southbound traffic queue on Grove Street at SR 28 by 3.4 vehicles, to a total of 4.6 vehicles. This would result in a queue of approximately 92 feet. The end of this queue is roughly adjacent to the south side of the Fat Cat building. It would not extend as far as Bliss Court but would fully block the Fat Cat lot driveway onto Grove Street at peak times.

A driver wishing to turn left from Grove Street into the Fat Cat lot at peak times could find their path blocked by this southbound queue. If they choose not to proceed on to park in the Grove Street lot, they could stop in the northbound travel lane while waiting for a gap in the southbound queue. As northbound movements are at a slow speed (given that this location is close to the intersection at SR 28 and as there is adequate sight distance for oncoming drivers to become aware of the stop vehicle or vehicles, this is not considered to be a significant traffic safety or delay problem.

Vehicle-Miles of Travel Impact

The impact of a proposed project on Vehicle-Miles of Travel (VMT) is an important consideration both for purposes of the TRPA Regional Compact as well as for California and Placer County. As the proposed project will not change overall vehicle-trips to or from Tahoe City, the impact on VMT is limited to shifts in traffic movements within the immediate vicinity.

The change in peak-hour intersection turning movements resulting from the project was totaled for each roadway link, as shown in Table 10. The length of each roadway link can then be multiplied by the change in volume and multiplied by a daily-to-peak-hour factor (based on traffic volumes on SR 28 in Tahoe City, per Caltrans counts) to yield the change in daily VMT by roadway segment. Summing over all roadway segments with a change in volume, this indicates that the net impact of the project will be to reduce daily VMT by 9.8. This indicates that the additional travel required by the one-way driveways along SR 28 (requiring all exiting onto Grove Street) is slightly more than offset by the reduction in travel currently generated by drivers searching for parking that will find it easier to find an available parking space.

Figure 3
Total Plus-Project Peak-Hour Traffic Volumes

1 Hwy 28/Any Mountain Sports	2 Hwy 28/ Grand Central	3 Hwy 28/ Mother Nature	4 Hwy 28/Grove St.	5 Hwy 28/Jackpine St./ Boatworks	6 Grove St./Grove St. Lot
0 0 Driveway 5 656 28	0 0 Driveway 9 661 28	0 0 Driveway 4 670 28	55 1 33 Grove St. 21 610 7 28	28 0 46 Jackpine St. 20 572 18 28	4 26 Grove St.
17 748	8 735	3 736	3 720 19	25 681 16	4 62
			11 0 15	20 0 42	26 9

TABLE 9: Intersection Level of Service -- With Proposed Project

	EW Street	NS Street		Movement NB	EBL	EBT	WBL	WBT	SB
1	SR 28	Any Mountain Driveway	LOS	--	A	A	--	A	--
			Delay (s)	--	9.2	0	--	0	--
2	SR 28	Grand Central Driveway	LOS	--	A	A	--	A	--
			Delay (s)	--	9.2	0	--	0	--
3	SR 28	Mother Nature's	LOS	--	A	A	--	A	--
			Delay (s)	--	9.1	0	--	0	--
4	SR 28	Grove Street	LOS	F	B	A	B	A	F
			Delay (s)	53.9	11.8	0	13.2	0	97.0
5	SR 28	Jackpine St./Boatworks	LOS	C	A	A	B	A	D
			Delay (s)	24.2	9.5	0	10.1	0	29.2
6	Grove St. Lot Driveway	Grove Street	LOS	A	A	--	--	--	--
			Delay (s)	7.3	8.7	--	--	--	--

Source: Synchro 10

TABLE 10: Analysis of Impact on Vehicle-Miles of Travel

Route Segment On	Between	And	Change in Traffic Volume: Peak Hour	Estimated Daily	Segment Length (Ft)	Change in Daily Vehicle-Miles of Travel
SR 28	Any Mountain	Grand Central	-13	-150	91	-2.6
SR 28	Grand Central	Mother Natures	-13	-150	111	-3.2
SR 28	Mother Natures	Grove Street	-10	-120	300	-6.8
SR 28	Grove Street	Jackpine Street	-7	-80	580	-8.8
Grove St	SR 28	Grove St Lot	10	120	230	5.2
Grove St	Grove St Lot	Tahoe St	-4	-50	310	-2.9
Tahoe St	Grove St	Jackpine Street	2	20	530	2.0
Jackpine St	Tahoe St	SR 28	7	80	480	7.3
					TOTAL	-9.8

Impact on Transit Services

The key transit stops in the site vicinity is the westbound TART stop on SR 28 just to the east of Grove Street and the eastbound TART stop on SR 28 between Grove Street and Jackpine Street. The TART Mainline Route currently serves these stops hourly between 6 AM and 7 PM, while the Night Service provides hourly service until 10 PM in the off seasons and until 2 AM in the peak seasons. The proposed project is expected to have the following impacts on transit services:

- Transit bus drivers departing a bus stop can be delayed as they wait for a gap in traffic. For the westbound stop, the proposed project would increase westbound traffic by 16 vehicles per hour (or 2.4 percent) slightly increasing the potential for delay at this location.

- The proposed parking lot expansion would increase the availability of park-and-ride spaces for persons driving from an outlying location transferring to a bus. As an example, a resident of Bunker Drive in Tahoe City may well wish to catch a bus heading to Squaw Valley on days when parking is full the ski area. This could lead to a slight increase in transit ridership.

Impact on Pedestrian and Bicycle Conditions

The proposed project would have the following impacts on pedestrian and bicycle conditions:

- The elimination of exiting volumes onto SR 28 at the private driveways would reduce total vehicles conflicting with the heavy pedestrian activity along the north side of SR 28 west of Grove Street. Overall, this would total a reduction in 34 vehicles per hour conflicting with persons walking along the sidewalk. This reduction would also reduce conflicts with cyclists traveling westbound along the north side of SR 28.

- The most significant pedestrian/auto conflict location in Tahoe City is the SR 28 crosswalk on the west side of Grove Street. While the proposed project would increase southbound right turning volumes crossing this crosswalk, it would reduce eastbound volumes through the crosswalk, yielding a net reduction of 10 vehicles per hour (0.7 percent of existing total).

- The project also has the potential to change the number of pedestrians crossing SR 28 at Grove Street, which is a key factor in the overall traffic delays along the highway. Given the limited parking availability along the south side of the highway, some of the persons traveling to/from the commercial and beach generators on the south side of the highway will park in the expanded lot. However, this limited south side parking means that these pedestrians are largely already parking north of the highway (such as along Grove Street to the north) and therefore are not adding to the total pedestrian activity crossing the highway.

- The increase in publicly available parking convenient to the commercial core would reduce the need for motorists to park in nearby neighborhoods, and thereby reduce the number of pedestrians walking along the shoulders of nearby streets without sidewalks.

- The provision of truck loading areas within the expanded Grove Street Lot would reduce the existing use of the center two-way left-turn lane on SR 28. This current activity is a potential hazard to delivery staff working and walking in the roadway and reduces the ability of motorists to shift towards the center lane to provide adequate distance while passing cyclists. Shifting this loading activity off the state highway would therefore provide an additional benefit to pedestrian and bicycle safety.

Overall, the project would be a modest benefit to pedestrian and bicycle conditions.

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Appendix A: Existing Traffic and Pedestrian Counts

TABLE A-1: Intersection Turning Movement Counts -- SR 28 / Grove Street

Tuesday **7/18/2019**

	Northbound				Southbound				Eastbound				Westbound			
	Grove St				Grove St				SR 28				SR 28			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00 PM	2	0	2	71	6	0	8	21	5	144	11	77	6	149	3	4
12:15 PM	3	3	3	27	5	1	4	17	8	153	3	80	0	146	7	1
12:30 PM	3	0	4	42	5	0	5	11	9	154	9	67	4	156	5	0
12:45 PM	2	0	3	47	10	1	5	16	5	143	3	84	1	136	10	0
1:00 PM	1	0	1	41	7	0	5	24	9	165	2	48	0	142	9	1
1:15 PM	2	0	2	49	8	0	8	30	7	170	2	71	4	122	7	2
1:30 PM	1	0	8	48	3	2	4	15	5	170	1	63	4	134	2	0
1:45 PM	4	0	5	40	5	0	6	14	3	160	2	44	5	162	7	0
2:00 PM	3	1	6	39	7	0	8	19	5	172	1	48	2	137	8	0
2:15 PM	1	0	2	32	4	0	11	35	4	162	2	45	5	141	6	0
2:30 PM	2	0	2	54	7	0	7	17	6	169	7	53	3	162	6	0
2:45 PM	2	0	7	20	9	1	10	11	3	182	3	47	1	150	5	0
3:00 PM	5	0	5	27	8	0	8	28	0	187	5	50	3	154	9	0
3:15 PM	2	0	1	12	1	0	14	26	6	196	4	42	0	144	3	0
3:30 PM	2	0	5	31	5	3	8	12	5	166	3	41	1	141	9	0
3:45 PM	2	0	4	27	9	0	9	22	3	182	2	34	2	155	8	0
PM peak hour	11	0	15	113	25	1	39	82	15	734	19	192	7	610	23	0

Note: Pedestrian volumes reflect the volume crossing the individual approach.

TABLE A-2: Intersection Turning Movement Counts -- SR 28 / Jackpine Street / Boatworks Mall Driveway

Friday **8/30/2019**

	Northbound				Southbound				Eastbound				Westbound			
	Boatworks Mall Driveway				Jackpine St				SR28				SR28			
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped
3:00 PM	4	0	6	10	4	0	5	6	2	174	7	0	5	135	4	15
3:15 PM	4	0	8	15	9	0	6	5	7	147	4	0	4	154	5	8
3:30 PM	4	0	16	4	11	0	5	11	9	163	1	0	8	145	6	10
3:45 PM	8	0	8	9	10	0	12	7	5	165	6	0	4	150	2	8
4:00 PM	4	0	10	22	11	0	5	12	4	208	5	0	2	125	5	10
4:15 PM	2	0	5	5	5	0	13	7	9	171	2	0	5	113	8	6
4:30 PM	2	0	1	7	4	0	1	6	3	172	2	1	6	136	4	13
4:45 PM	10	0	6	11	10	0	5	1	4	184	9	0	4	165	7	8
5:00 PM	2	0	6	3	12	0	4	2	3	172	9	0	5	137	8	12
5:15 PM	2	1	4	11	7	0	4	4	3	158	4	0	6	143	3	14
5:30 PM	2	0	8	5	6	0	8	6	7	176	12	0	5	103	9	9
5:45 PM	6	1	5	6	7	0	3	11	4	187	6	0	5	102	7	11
PM Peak Hour	20	0	42	50	41	0	28	35	25	683	16	0	18	574	18	36

Note: Pedestrian volumes reflect the volume crossing the individual approach.

TABLE A-3: Traffic & Pedestrian Volume Counts at Grove Street/Parking Lot Access

Saturday, September 5, 2020

	Northbound (Grove Street)				Southbound (Grove Street)				Eastbound (Parking Lot)				Westbound (Bliss Court)				Total Grove St Lot	
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	15-Min	Total Hr
3:00 PM	1	7	3	14	0	9	1	14	0	0	1	15	4	0	0	2	3	22
3:15 PM	2	7	2	1	1	11	0	0	0	0	3	9	1	0	1	0	5	28
3:30 PM	3	9	1	2	1	5	1	0	1	0	4	18	2	0	0	0	9	27
3:45 PM	1	5	1	10	1	6	0	2	0	0	4	4	2	0	0	0	5	25
4:00 PM	1	8	2	7	0	14	1	0	0	1	6	18	2	0	1	0	9	28
4:15 PM	3	6	1	8	1	3	0	0	1	0	0	7	1	0	1	2	4	
4:30 PM	1	4	1	12	0	11	2	0	1	0	3	12	1	0	0	1	7	
4:45 PM	5	7	3	10	0	4	0	2	0	0	3	16	1	0	0	3	8	
Peak Hour	7	29	6	20	3	36	2	2	1	1	17	49	7	0	2	0		

Total Grove Street Lot	In	Out	Total
Total Vehicles	9	19	28
Rate per Space	0.26	0.54	0.80
Grove Street Lot Directional Split			
South	78%	89%	86%
North	22%	11%	14%

Note: Pedestrian volumes reflect the volume crossing the individual approach.

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APPENDIX

D

CALIFORNIA EMISSIONS ESTIMATOR MODEL REPORTS

Tahoe City Downtown Access

Placer-Lake Tahoe County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	39.64	1000sqft	0.91	39,641.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	14			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility is Liberty Utilities; assume PG&E intensity factors. Refer to LSC traffic study for additional information.

Land Use - Parking lot land use includes the restroom (171 sq ft of total); restroom not considered a trip generator, but may generate emissions and use energy.

Construction Phase - Site prep includes the estimated 10 days of utility installation.

Off-road Equipment -

Off-road Equipment - Assume prefab restroom versus construction on-site

Off-road Equipment - Excavator

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Other Construction Equipment = Hydraulic hammer/braker

On-road Fugitive Dust -

Demolition -

Grading - No material is expected to be exported.

Architectural Coating - Assume restroom is painted on-site.

Vehicle Trips - Land use is not considered a trip generator. Assume restroom generates de minimus trips.

Area Coating - Modified default to include 171 sq-ft restroom (non-residential exterior)

Energy Use -

Area Mitigation - Assume regular VOC Paint

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	0	171
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	100.00	30.00
tblConstructionPhase	NumDays	10.00	3.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	15.00
tblGrading	AcresOfGrading	7.50	0.50
tblLandUse	LandUseSquareFeet	39,640.00	39,641.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0364	0.2940	0.2630	4.8000e-004	0.0103	0.0148	0.0251	4.3100e-003	0.0138	0.0181	0.0000	41.9829	41.9829	0.0105	0.0000	42.2440
Maximum	**0.0364**	**0.2940**	**0.2630**	**4.8000e-004**	**0.0103**	**0.0148**	**0.0251**	**4.3100e-003**	**0.0138**	**0.0181**	**0.0000**	**41.9829**	**41.9829**	**0.0105**	**0.0000**	**42.2440**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0364	0.2940	0.2630	4.8000e-004	0.0103	0.0148	0.0251	4.3100e-003	0.0138	0.0181	0.0000	41.9828	41.9828	0.0105	0.0000	42.2440
Maximum	**0.0364**	**0.2940**	**0.2630**	**4.8000e-004**	**0.0103**	**0.0148**	**0.0251**	**4.3100e-003**	**0.0138**	**0.0181**	**0.0000**	**41.9828**	**41.9828**	**0.0105**	**0.0000**	**42.2440**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**5-3-2021**	**8-2-2021**	0.2932	0.2932
2	**8-3-2021**	**9-30-2021**	0.0302	0.0302
		Highest	0.2932	0.2932

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1900e-003	0.0000	3.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0362	4.0362	1.8000e-004	4.0000e-005	4.0520
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.1900e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.0369**	**4.0369**	**1.8000e-004**	**4.0000e-005**	**4.0528**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1900e-003	0.0000	3.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0362	4.0362	1.8000e-004	4.0000e-005	4.0520
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.1900e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.0369**	**4.0369**	**1.8000e-004**	**4.0000e-005**	**4.0528**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	5/5/2021	5	3	Clearing and grubbing, minor asphalt and curb and gutter removal
2	Site Preparation	Site Preparation	5/6/2021	5/26/2021	5	15	BMPs, layout, water, sewer, stormdrain, electrical
3	Grading	Grading	5/27/2021	6/16/2021	5	15	Rough and finish grading, aggregate base
4	Building Construction	Building Construction	6/17/2021	7/28/2021	5	30	Public restroom - could be constructed on site or prefabricated and delivered
5	Paving	Paving	7/29/2021	8/11/2021	5	10	Asphalt; concrete curb, gutter, and sidewalks
6	Architectural Coating	Architectural Coating	8/12/2021	8/13/2021	5	2	Painting of restroom only if constructed on site

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.91

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,378 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

Tahoe City Downtown Access - Placer-Lake Tahoe County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6200e-003	0.0152	0.0164	2.0000e-005		8.6000e-004	8.6000e-004		8.1000e-004	8.1000e-004	0.0000	2.1756	2.1756	4.9000e-004	0.0000	2.1878
Total	**1.6200e-003**	**0.0152**	**0.0164**	**2.0000e-005**	**0.0000**	**8.6000e-004**	**8.6000e-004**	**0.0000**	**8.1000e-004**	**8.1000e-004**	**0.0000**	**2.1756**	**2.1756**	**4.9000e-004**	**0.0000**	**2.1878**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	5.3000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1471	0.1471	0.0000	0.0000	0.1472
Total	**7.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1471**	**0.1471**	**0.0000**	**0.0000**	**0.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6200e-003	0.0152	0.0164	2.0000e-005		8.6000e-004	8.6000e-004		8.1000e-004	8.1000e-004	0.0000	2.1756	2.1756	4.9000e-004	0.0000	2.1878
Total	**1.6200e-003**	**0.0152**	**0.0164**	**2.0000e-005**	**0.0000**	**8.6000e-004**	**8.6000e-004**	**0.0000**	**8.1000e-004**	**8.1000e-004**	**0.0000**	**2.1756**	**2.1756**	**4.9000e-004**	**0.0000**	**2.1878**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	5.3000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1471	0.1471	0.0000	0.0000	0.1472
Total	**7.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1471**	**0.1471**	**0.0000**	**0.0000**	**0.1472**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0587	0.0302	7.0000e-005		2.2500e-003	2.2500e-003		2.0700e-003	2.0700e-003	0.0000	6.4132	6.4132	2.0700e-003	0.0000	6.4651
Total	**4.8000e-003**	**0.0587**	**0.0302**	**7.0000e-005**	**2.7000e-004**	**2.2500e-003**	**2.5200e-003**	**3.0000e-005**	**2.0700e-003**	**2.1000e-003**	**0.0000**	**6.4132**	**6.4132**	**2.0700e-003**	**0.0000**	**6.4651**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	8.9000e-004	0.0000	2.9000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2452	0.2452	1.0000e-005	0.0000	0.2454
Total	**1.2000e-004**	**8.0000e-005**	**8.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2452**	**0.2452**	**1.0000e-005**	**0.0000**	**0.2454**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0587	0.0302	7.0000e-005		2.2500e-003	2.2500e-003		2.0700e-003	2.0700e-003	0.0000	6.4132	6.4132	2.0700e-003	0.0000	6.4651
Total	**4.8000e-003**	**0.0587**	**0.0302**	**7.0000e-005**	**2.7000e-004**	**2.2500e-003**	**2.5200e-003**	**3.0000e-005**	**2.0700e-003**	**2.1000e-003**	**0.0000**	**6.4132**	**6.4132**	**2.0700e-003**	**0.0000**	**6.4651**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	8.9000e-004	0.0000	2.9000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2452	0.2452	1.0000e-005	0.0000	0.2454
Total	**1.2000e-004**	**8.0000e-005**	**8.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2452**	**0.2452**	**1.0000e-005**	**0.0000**	**0.2454**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.6500e-003	0.0000	5.6500e-003	3.1000e-003	0.0000	3.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9700e-003	0.0544	0.0568	9.0000e-005		3.0600e-003	3.0600e-003		2.9100e-003	2.9100e-003	0.0000	7.8070	7.8070	1.4500e-003	0.0000	7.8434
Total	**5.9700e-003**	**0.0544**	**0.0568**	**9.0000e-005**	**5.6500e-003**	**3.0600e-003**	**8.7100e-003**	**3.1000e-003**	**2.9100e-003**	**6.0100e-003**	**0.0000**	**7.8070**	**7.8070**	**1.4500e-003**	**0.0000**	**7.8434**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**1.6000e-004**	**1.7800e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4905**	**0.4905**	**1.0000e-005**	**0.0000**	**0.4907**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.6500e-003	0.0000	5.6500e-003	3.1000e-003	0.0000	3.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9700e-003	0.0544	0.0568	9.0000e-005		3.0600e-003	3.0600e-003		2.9100e-003	2.9100e-003	0.0000	7.8070	7.8070	1.4500e-003	0.0000	7.8434
Total	**5.9700e-003**	**0.0544**	**0.0568**	**9.0000e-005**	**5.6500e-003**	**3.0600e-003**	**8.7100e-003**	**3.1000e-003**	**2.9100e-003**	**6.0100e-003**	**0.0000**	**7.8070**	**7.8070**	**1.4500e-003**	**0.0000**	**7.8434**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**1.6000e-004**	**1.7800e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4905**	**0.4905**	**1.0000e-005**	**0.0000**	**0.4907**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0116	0.1198	0.1090	1.7000e-004		6.7100e-003	6.7100e-003		6.1800e-003	6.1800e-003	0.0000	15.0123	15.0123	4.8600e-003	0.0000	15.1337
Total	**0.0116**	**0.1198**	**0.1090**	**1.7000e-004**		**6.7100e-003**	**6.7100e-003**		**6.1800e-003**	**6.1800e-003**	**0.0000**	**15.0123**	**15.0123**	**4.8600e-003**	**0.0000**	**15.1337**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	9.8300e-003	1.8800e-003	3.0000e-005	5.9000e-004	2.0000e-005	6.1000e-004	1.7000e-004	2.0000e-005	1.9000e-004	0.0000	2.4646	2.4646	1.1000e-004	0.0000	2.4675
Worker	8.2000e-004	5.5000e-004	6.0500e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0200e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6676	1.6676	4.0000e-005	0.0000	1.6685
Total	**1.1000e-003**	**0.0104**	**7.9300e-003**	**5.0000e-005**	**2.5900e-003**	**3.0000e-005**	**2.6300e-003**	**7.0000e-004**	**3.0000e-005**	**7.3000e-004**	**0.0000**	**4.1322**	**4.1322**	**1.5000e-004**	**0.0000**	**4.1360**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0116	0.1198	0.1090	1.7000e-004		6.7100e-003	6.7100e-003		6.1800e-003	6.1800e-003	0.0000	15.0123	15.0123	4.8600e-003	0.0000	15.1337
Total	**0.0116**	**0.1198**	**0.1090**	**1.7000e-004**		**6.7100e-003**	**6.7100e-003**		**6.1800e-003**	**6.1800e-003**	**0.0000**	**15.0123**	**15.0123**	**4.8600e-003**	**0.0000**	**15.1337**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	9.8300e-003	1.8800e-003	3.0000e-005	5.9000e-004	2.0000e-005	6.1000e-004	1.7000e-004	2.0000e-005	1.9000e-004	0.0000	2.4646	2.4646	1.1000e-004	0.0000	2.4675
Worker	8.2000e-004	5.5000e-004	6.0500e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0200e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6676	1.6676	4.0000e-005	0.0000	1.6685
Total	**1.1000e-003**	**0.0104**	**7.9300e-003**	**5.0000e-005**	**2.5900e-003**	**3.0000e-005**	**2.6300e-003**	**7.0000e-004**	**3.0000e-005**	**7.3000e-004**	**0.0000**	**4.1322**	**4.1322**	**1.5000e-004**	**0.0000**	**4.1360**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6100e-003	0.0336	0.0355	6.0000e-005		1.7700e-003	1.7700e-003		1.6400e-003	1.6400e-003	0.0000	4.6962	4.6962	1.3700e-003	0.0000	4.7304
Paving	1.1900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.8000e-003**	**0.0336**	**0.0355**	**6.0000e-005**		**1.7700e-003**	**1.7700e-003**		**1.6400e-003**	**1.6400e-003**	**0.0000**	**4.6962**	**4.6962**	**1.3700e-003**	**0.0000**	**4.7304**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.1400e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5886	0.5886	1.0000e-005	0.0000	0.5889
Total	**2.9000e-004**	**2.0000e-004**	**2.1400e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.1000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5886**	**0.5886**	**1.0000e-005**	**0.0000**	**0.5889**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6100e-003	0.0336	0.0355	6.0000e-005		1.7700e-003	1.7700e-003		1.6400e-003	1.6400e-003	0.0000	4.6962	4.6962	1.3700e-003	0.0000	4.7304
Paving	1.1900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.8000e-003**	**0.0336**	**0.0355**	**6.0000e-005**		**1.7700e-003**	**1.7700e-003**		**1.6400e-003**	**1.6400e-003**	**0.0000**	**4.6962**	**4.6962**	**1.3700e-003**	**0.0000**	**4.7304**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.1400e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5886	0.5886	1.0000e-005	0.0000	0.5889
Total	**2.9000e-004**	**2.0000e-004**	**2.1400e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.1000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5886**	**0.5886**	**1.0000e-005**	**0.0000**	**0.5889**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.5100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	1.5300e-003	1.8200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	**5.7300e-003**	**1.5300e-003**	**1.8200e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.2553**	**0.2553**	**2.0000e-005**	**0.0000**	**0.2558**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0196
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0196**	**0.0196**	**0.0000**	**0.0000**	**0.0196**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.5100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	1.5300e-003	1.8200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	**5.7300e-003**	**1.5300e-003**	**1.8200e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.2553**	**0.2553**	**2.0000e-005**	**0.0000**	**0.2558**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0196
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0196**	**0.0196**	**0.0000**	**0.0000**	**0.0196**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4.0362	4.0362	1.8000e-004	4.0000e-005	4.0520
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4.0362	4.0362	1.8000e-004	4.0000e-005	4.0520
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	13874.3	4.0362	1.8000e-004	4.0000e-005	4.0520
Total		**4.0362**	**1.8000e-004**	**4.0000e-005**	**4.0520**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	13874.3	4.0362	1.8000e-004	4.0000e-005	4.0520
Total		**4.0362**	**1.8000e-004**	**4.0000e-005**	**4.0520**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1900e-003	0.0000	3.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Unmitigated	3.1900e-003	0.0000	3.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Total	**3.1800e-003**	**0.0000**	**3.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.1000e-004**	**7.1000e-004**	**0.0000**	**0.0000**	**7.6000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Total	**3.1800e-003**	**0.0000**	**3.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.1000e-004**	**7.1000e-004**	**0.0000**	**0.0000**	**7.6000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Tahoe City Downtown Access

Placer-Lake Tahoe County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	39.64	1000sqft	0.91	39,641.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	14			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility is Liberty Utilities; assume PG&E intensity factors. Refer to LSC traffic study for additional information.

Land Use - Parking lot land use includes the restroom (171 sq ft of total); restroom not considered a trip generator, but may generate emissions and use energy.

Construction Phase - Site prep includes the estimated 10 days of utility installation.

Off-road Equipment -

Off-road Equipment - Assume prefab restroom versus construction on-site

Off-road Equipment - Excavator

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Other Construction Equipment = Hydraulic hammer/braker

On-road Fugitive Dust -

Demolition -

Grading - No material is expected to be exported.

Architectural Coating - Assume restroom is painted on-site.

Vehicle Trips - Land use is not considered a trip generator. Assume restroom generates de minimus trips.

Area Coating - Modified default to include 171 sq-ft restroom (non-residential exterior)

Energy Use -

Area Mitigation - Assume regular VOC Paint

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	0	171
tblGrading	AcresOfGrading	7.50	0.50
tblLandUse	LandUseSquareFeet	39,640.00	39,641.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.4342	10.1254	11.3635	0.0178	5.7279	0.5758	6.1357	3.1251	0.5436	3.5142	0.0000	1,717.2593	1,717.2593	0.3678	0.0000	1,726.3222
Maximum	**2.4342**	**10.1254**	**11.3635**	**0.0178**	**5.7279**	**0.5758**	**6.1357**	**3.1251**	**0.5436**	**3.5142**	**0.0000**	**1,717.2593**	**1,717.2593**	**0.3678**	**0.0000**	**1,726.3222**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.4342	10.1254	11.3635	0.0178	5.7279	0.5758	6.1357	3.1251	0.5436	3.5142	0.0000	1,717.2593	1,717.2593	0.3678	0.0000	1,726.3222
Maximum	**2.4342**	**10.1254**	**11.3635**	**0.0178**	**5.7279**	**0.5758**	**6.1357**	**3.1251**	**0.5436**	**3.5142**	**0.0000**	**1,717.2593**	**1,717.2593**	**0.3678**	**0.0000**	**1,726.3222**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0177	4.0000e-005	4.0500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.6800e-003	8.6800e-003	2.0000e-005		9.2500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0177**	**4.0000e-005**	**4.0500e-003**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**1.0000e-005**		**8.6800e-003**	**8.6800e-003**	**2.0000e-005**	**0.0000**	**9.2500e-003**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0177	4.0000e-005	4.0500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.6800e-003	8.6800e-003	2.0000e-005		9.2500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0177**	**4.0000e-005**	**4.0500e-003**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**1.0000e-005**		**8.6800e-003**	**8.6800e-003**	**2.0000e-005**	**0.0000**	**9.2500e-003**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	5/14/2021	5	10	Clearing and grubbing, minor asphalt and curb and gutter removal
2	Site Preparation	Site Preparation	5/15/2021	5/17/2021	5	1	BMPs, layout, water, sewer, stormdrain, electrical
3	Grading	Grading	5/18/2021	5/19/2021	5	2	Rough and finish grading, aggregate base
4	Building Construction	Building Construction	5/20/2021	10/6/2021	5	100	Public restroom - could be constructed on site or prefabricated and delivered
5	Paving	Paving	10/7/2021	10/13/2021	5	5	Asphalt; concrete curb, gutter, and sidewalks
6	Architectural Coating	Architectural Coating	10/14/2021	10/20/2021	5	5	Painting of restroom only if constructed on site

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.91

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,378 (Architectural Coating – sqft)

OffRoad Equipment

Tahoe City Downtown Access - Placer-Lake Tahoe County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.0774	10.0967	10.9595	0.0167		0.5750	0.5750		0.5429	0.5429		1,598.7839	1,598.7839	0.3598		1,607.7792
Total	**1.0774**	**10.0967**	**10.9595**	**0.0167**	**0.0000**	**0.5750**	**0.5750**	**0.0000**	**0.5429**	**0.5429**		**1,598.7839**	**1,598.7839**	**0.3598**		**1,607.7792**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0542	0.0287	0.4041	1.1900e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		118.4754	118.4754	2.7000e-003		118.5430
Total	**0.0542**	**0.0287**	**0.4041**	**1.1900e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**118.4754**	**118.4754**	**2.7000e-003**		**118.5430**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.0774	10.0967	10.9595	0.0167		0.5750	0.5750		0.5429	0.5429	0.0000	1,598.7839	1,598.7839	0.3598		1,607.7792
Total	**1.0774**	**10.0967**	**10.9595**	**0.0167**	**0.0000**	**0.5750**	**0.5750**	**0.0000**	**0.5429**	**0.5429**	**0.0000**	**1,598.7839**	**1,598.7839**	**0.3598**		**1,607.7792**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0542	0.0287	0.4041	1.1900e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		118.4754	118.4754	2.7000e-003		118.5430
Total	**0.0542**	**0.0287**	**0.4041**	**1.1900e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**118.4754**	**118.4754**	**2.7000e-003**		**118.5430**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143
Total	**0.0181**	**9.5700e-003**	**0.1347**	**4.0000e-004**	**0.0411**	**2.5000e-004**	**0.0413**	**0.0109**	**2.3000e-004**	**0.0111**		**39.4918**	**39.4918**	**9.0000e-004**		**39.5143**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143
Total	**0.0181**	**9.5700e-003**	**0.1347**	**4.0000e-004**	**0.0411**	**2.5000e-004**	**0.0413**	**0.0109**	**2.3000e-004**	**0.0111**		**39.4918**	**39.4918**	**9.0000e-004**		**39.5143**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.6457	0.0000	5.6457	3.1033	0.0000	3.1033			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**5.6457**	**0.4073**	**6.0531**	**3.1033**	**0.3886**	**3.4919**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0361**	**0.0191**	**0.2694**	**7.9000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**78.9836**	**78.9836**	**1.8000e-003**		**79.0287**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.6457	0.0000	5.6457	3.1033	0.0000	3.1033			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**5.6457**	**0.4073**	**6.0531**	**3.1033**	**0.3886**	**3.4919**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0361**	**0.0191**	**0.2694**	**7.9000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**78.9836**	**78.9836**	**1.8000e-003**		**79.0287**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0180	0.6468	0.1132	1.7600e-003	0.0406	1.4700e-003	0.0421	0.0117	1.4000e-003	0.0131		183.7269	183.7269	7.9600e-003		183.9260
Worker	0.0614	0.0325	0.4579	1.3500e-003	0.1397	8.6000e-004	0.1405	0.0370	8.0000e-004	0.0378		134.2722	134.2722	3.0600e-003		134.3487
Total	**0.0794**	**0.6793**	**0.5712**	**3.1100e-003**	**0.1803**	**2.3300e-003**	**0.1826**	**0.0487**	**2.2000e-003**	**0.0509**		**317.9991**	**317.9991**	**0.0110**		**318.2747**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0180	0.6468	0.1132	1.7600e-003	0.0406	1.4700e-003	0.0421	0.0117	1.4000e-003	0.0131		183.7269	183.7269	7.9600e-003		183.9260
Worker	0.0614	0.0325	0.4579	1.3500e-003	0.1397	8.6000e-004	0.1405	0.0370	8.0000e-004	0.0378		134.2722	134.2722	3.0600e-003		134.3487
Total	**0.0794**	**0.6793**	**0.5712**	**3.1100e-003**	**0.1803**	**2.3300e-003**	**0.1826**	**0.0487**	**2.2000e-003**	**0.0509**		**317.9991**	**317.9991**	**0.0110**		**318.2747**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.4768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1982**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	**0.0650**	**0.0344**	**0.4849**	**1.4300e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**142.1705**	**142.1705**	**3.2400e-003**		**142.2516**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.4768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1982**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	**0.0650**	**0.0344**	**0.4849**	**1.4300e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**142.1705**	**142.1705**	**3.2400e-003**		**142.2516**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.2044					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**2.4233**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0108	5.7400e-003	0.0808	2.4000e-004	0.0246	1.5000e-004	0.0248	6.5400e-003	1.4000e-004	6.6800e-003		23.6951	23.6951	5.4000e-004		23.7086
Total	**0.0108**	**5.7400e-003**	**0.0808**	**2.4000e-004**	**0.0246**	**1.5000e-004**	**0.0248**	**6.5400e-003**	**1.4000e-004**	**6.6800e-003**		**23.6951**	**23.6951**	**5.4000e-004**		**23.7086**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.2044					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**2.4233**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0108	5.7400e-003	0.0808	2.4000e-004	0.0246	1.5000e-004	0.0248	6.5400e-003	1.4000e-004	6.6800e-003		23.6951	23.6951	5.4000e-004		23.7086
Total	**0.0108**	**5.7400e-003**	**0.0808**	**2.4000e-004**	**0.0246**	**1.5000e-004**	**0.0248**	**6.5400e-003**	**1.4000e-004**	**6.6800e-003**		**23.6951**	**23.6951**	**5.4000e-004**		**23.7086**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0177	4.0000e-005	4.0500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.6800e-003	8.6800e-003	2.0000e-005		9.2500e-003
Unmitigated	0.0177	4.0000e-005	4.0500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.6800e-003	8.6800e-003	2.0000e-005		9.2500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.2400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.0500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.6800e-003	8.6800e-003	2.0000e-005		9.2500e-003
Total	**0.0177**	**4.0000e-005**	**4.0500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.6800e-003**	**8.6800e-003**	**2.0000e-005**		**9.2500e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.2400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.0500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.6800e-003	8.6800e-003	2.0000e-005		9.2500e-003
Total	**0.0177**	**4.0000e-005**	**4.0500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.6800e-003**	**8.6800e-003**	**2.0000e-005**		**9.2500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation