LAKE TAHOE AIRPORT MASTER PLAN

Draft Initial Study/Mitigated Negative Declaration

Prepared for
City of South Lake Tahoe

October 2025

ESA

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INITIAL STUDY

Lake Tahoe Airport Master Plan
Draft Initial Study/Mitigated Negative Declaration

1. Project Title:	Lake Tahoe Airport Master Plan
2. Lead Agency Name and Address:	City of South Lake Tahoe 1052 Tata Lane South Lake Tahoe, CA 96150
3. Contact Person and Phone Number:	John Dickinson Airport Manager, Lake Tahoe Airport 530.542.6182
4. Project Location:	City of South Lake Tahoe/Tahoe Basin portion of El Dorado County
5. Project Sponsor' s Name and Address:	Lake Tahoe Airport 1901 Lisa Maloff Way, Suite 100 South Lake Tahoe, CA 96150
6. General Plan Designation(s):	Special District (SD) Conservation (C)
7. Zoning Designation(s):	Commercial/Public Service

Introduction

This initial study has been prepared pursuant to the California Environmental Quality Act (CEQA) to evaluate the environmental effects of the proposed update to the Lake Tahoe Airport Master Plan. The proposed Airport Master Plan update is a long-range plan for airport development that is intended to meet identified facility requirements and Federal Aviation Administration (FAA) design standards. As the owner and operator of Lake Tahoe Airport, the City of South Lake Tahoe is the lead agency responsible for CEQA compliance.

Background

Lake Tahoe Airport (the Airport or TVL) is a publicly owned, public-use, general aviation airport.[1] The Airport is owned and operated by the City of South Lake Tahoe, a municipality located in El Dorado County, California. TVL provides communities around the southern portion of Lake Tahoe with direct access to aviation facilities designed to accommodate a variety of general aviation services, operations, and aircraft types ranging from small piston-engine aircraft to larger corporate turbine or jet aircraft. As of the publication of this initial study, TVL has no scheduled commercial air service.

The TVL Airport Master Plan was last updated in 2017. Since that time, the Airport and community have experienced changes that necessitate an updated vision to adequately plan for the needs of Airport users.

The principal goal of the proposed update to the Airport Master Plan is to provide a carefully considered, systematic approach to the Airport's overall maintenance, development, and operation over a 20-year planning period.[2] The proposed update to the Airport Master Plan is designed to identify and then plan for current and future Airport facility needs in advance of the actual demand for those facilities. The proposed update to the Airport Master Plan is also designed to review and assess the Airport's current conformance with federal and state airport design and operational standards to help ensure that the Airport continues to operate as safely as possible.

The Airport Master Plan process included an analysis of various development options for meeting facility requirements at the Airport over the next 20 years. The objective of this analysis was to identify a set of feasible development alternatives that enable TVL to meet projected levels of aviation demand as well as enhance the safety and level of service for tenants, customers, employees, and visitors. Each alternative was evaluated to provide recommended improvements that meet demand and provide for future flexibility. These alternatives ranged from a "no project" alternative to alternatives that varied substantially in the number of additions, removals, and/or modifications to existing Airport facilities, including airside, landside, and support facilities. After receiving public input and evaluating each alternative based on economic, operational, environmental, and social benefits and drawbacks, the South Lake Tahoe City Council endorsed a preferred alternative. The preferred alternative, which comprises the "proposed project" evaluated in this initial study, includes a range of improvements described in detail below.

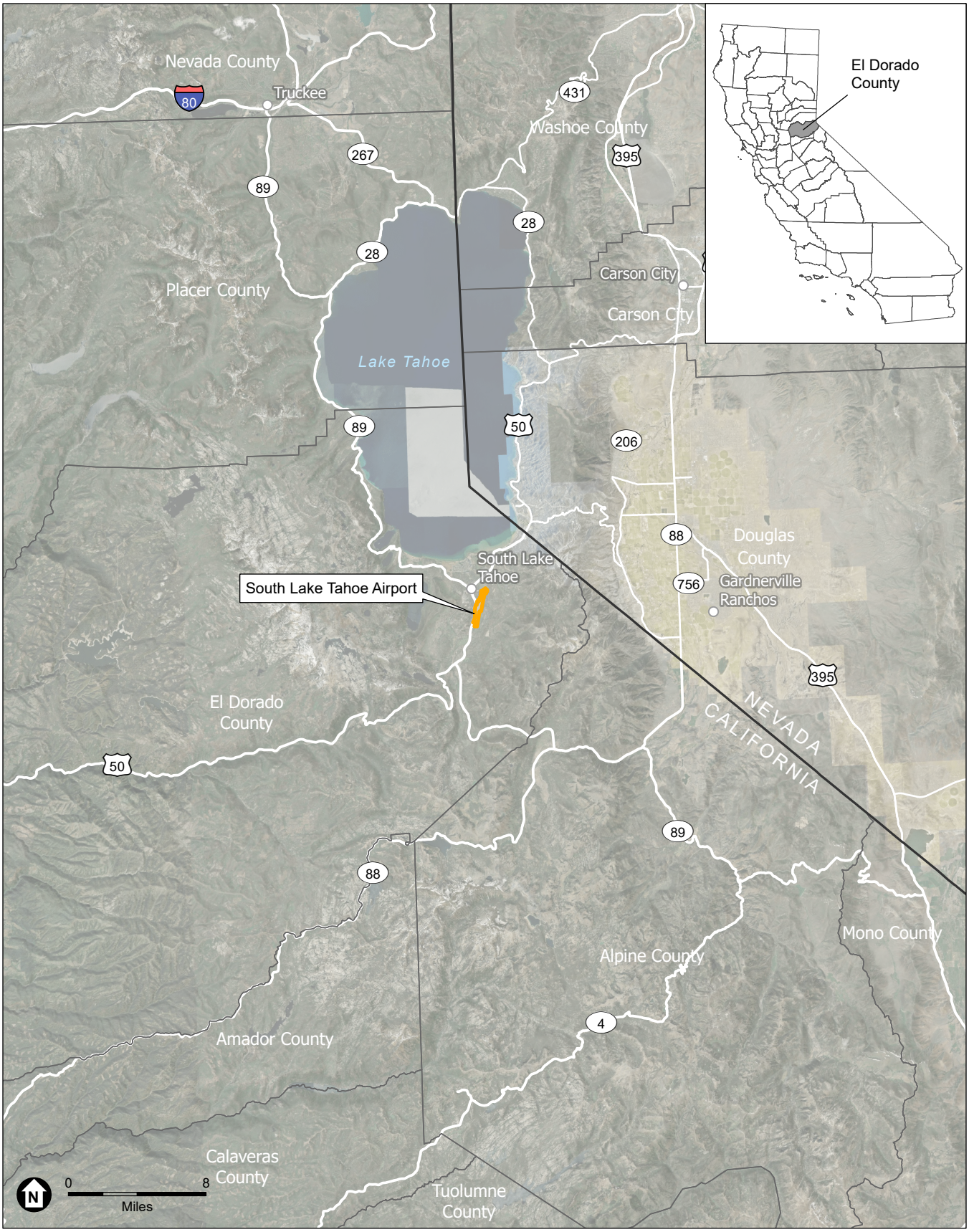
Project Location

The Airport is located in the City of South Lake Tahoe, El Dorado County, approximately 99 miles east of the City of Sacramento and approximately 66 miles south of the City of Reno (see **Figure 1**). Existing land uses surrounding the Airport include open space and forestland to the east, south, west, and north; residential uses to the east and northwest; and commercial uses to the northwest. **Figure 2** provides an aerial image of the Airport and its surrounding environs. **Figure 3** depicts the South Lake Tahoe General Plan land use designations for the Airport and adjacent lands.[3]

[1] General aviation airports are public-use airports that do not have scheduled service or have less than 2,500 annual passenger boardings (Title 49, United States Code [USC], Section 47102(8)).

[2] Woolpert, 2024, *Draft Lake Tahoe Airport Master Plan*, Prepared for the City of South Lake Tahoe.

[3] City of South Lake Tahoe, 2011, *South Lake Tahoe General Plan*, adopted May 17, 2011.



SOURCE: Esri, 2025; ESA, 2025

Lake Tahoe Airport Master Plan IS/MND

Figure 1
Regional Location

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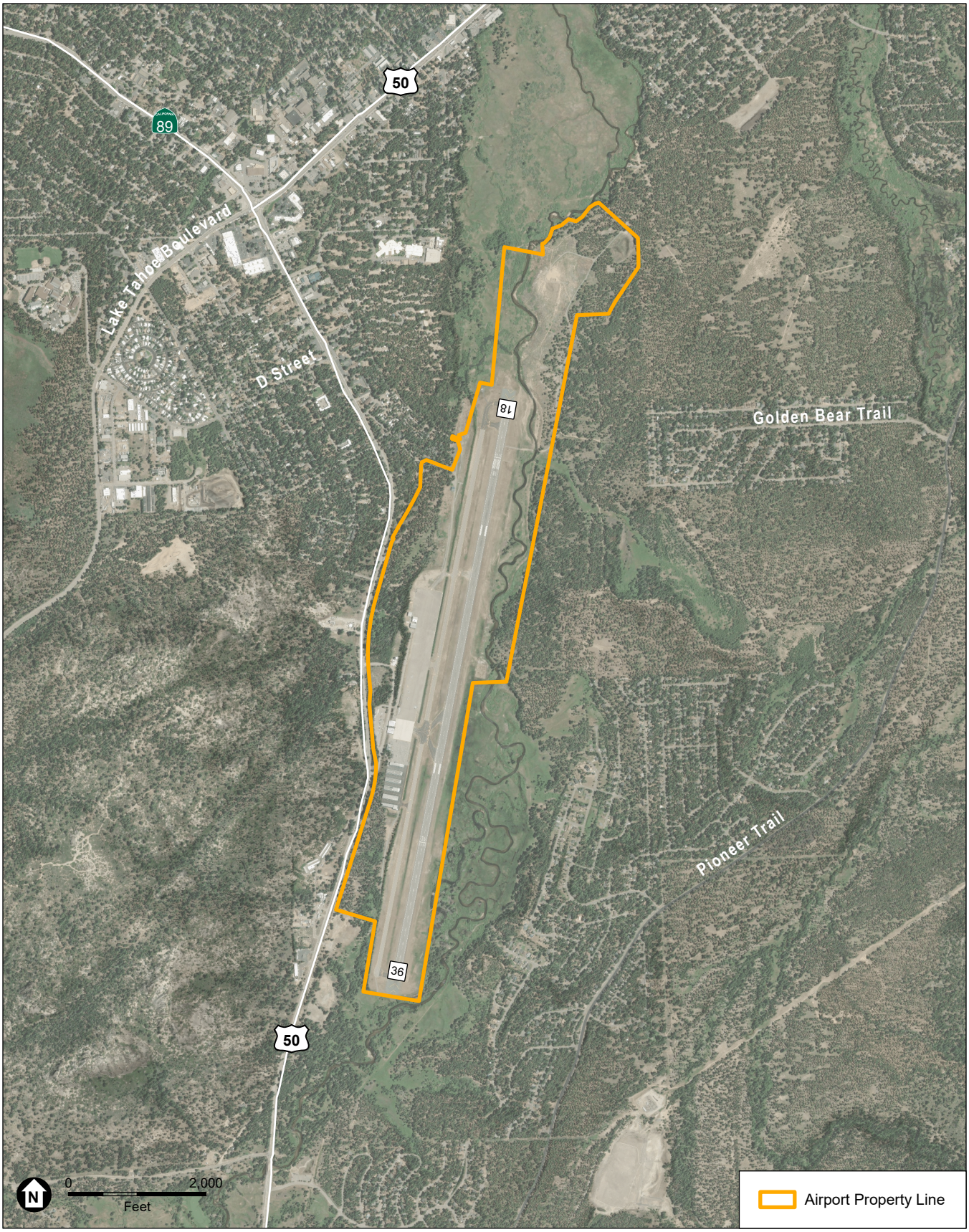

SOURCE: USDA, 2022; Esri, 2025; Woolpert, 2024; ESA, 2025

Lake Tahoe Airport Master Plan IS/MND

Figure 2
Airport Master Plan Study Area

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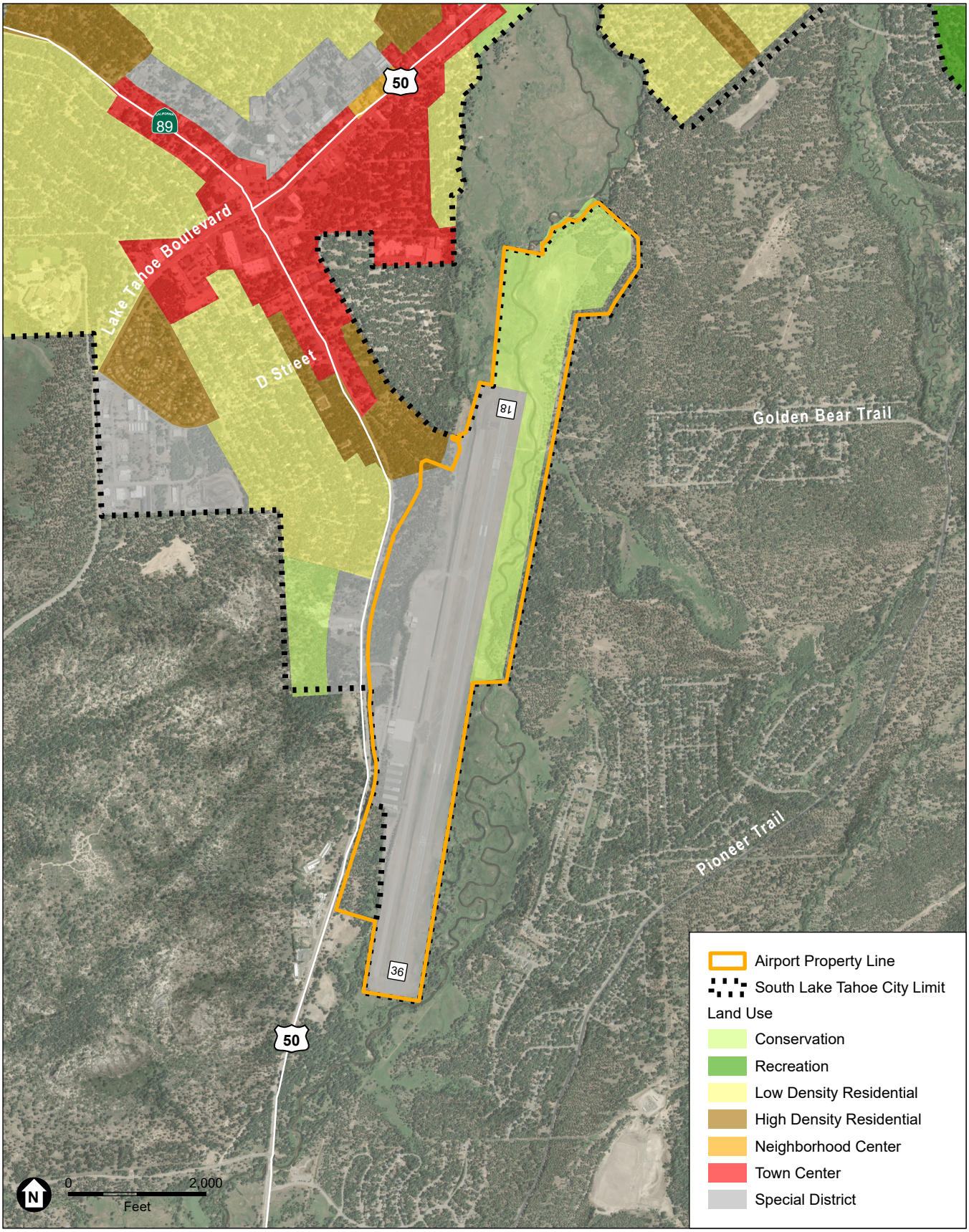

SOURCE: USDA, 2022; Esri, 2025; COSLT, 2011; ESA, 2025

Lake Tahoe Airport Master Plan IS/MND

Figure 3
City of South Lake Tahoe General Plan Land Use Designations

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In addition to the City of South Lake Tahoe, the Airport is also located within the planning area for the Tahoe Regional Planning Agency (TRPA). The TRPA has land use and environmental regulatory authority for the long-term preservation of Lake Tahoe and its environs. Jurisdictions within the TRPA's planning area, such as the City of South Lake Tahoe, acknowledge the role of the TRPA to adopt environmental thresholds regulating carrying capacities and a regional plan to achieve the goal of the long-term preservation of Lake Tahoe. As such, land use plans as well as individual development projects must be consistent with the TRPA's regional environmental thresholds. **Figure 4** depicts the TRPA Regional Plan land use designations for the Airport and adjacent lands.[4]

Existing Airport Facilities

Airside Facilities

Airside facilities are the portions of the Airport that accommodate the movement of aircraft and encompass runways, taxiways, airfield lighting, and other facilities necessary to support flight activity. **Figure 5** depicts TVL's existing airside facilities.

Runway

Lake Tahoe Airport is comprised of one runway, Runway 18-36, which is a paved asphalt runway with a northeast/southwest orientation. The Runway is served by two non-precision instrument approach procedures, a full-length parallel taxiway, and other connecting taxiways that provide aircraft access to the various ramp areas and other facilities on the Airport.

Taxiways

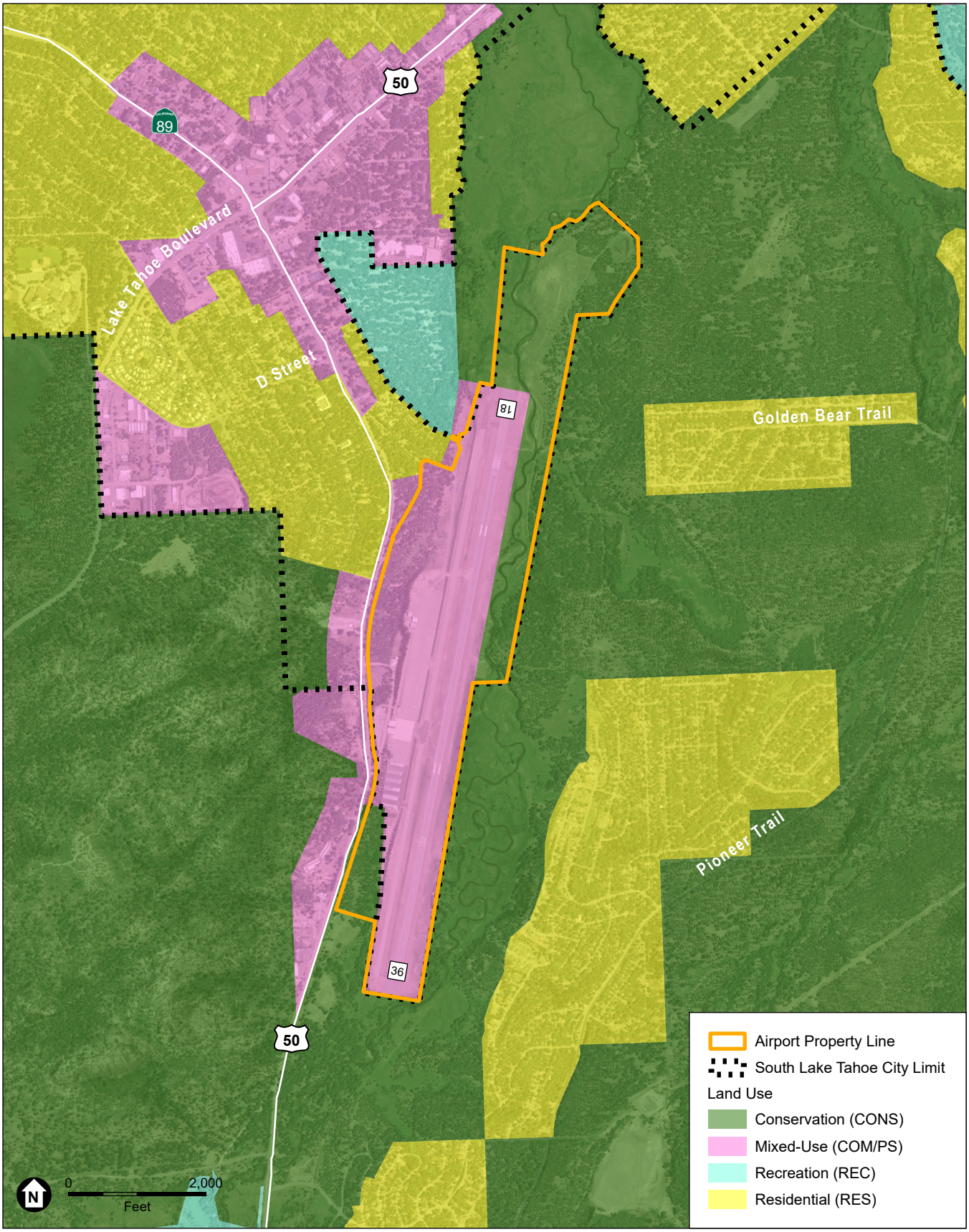
Taxiways are paved areas over which airplanes move from one part of the airfield to another with their primary use being to provide access between the terminal/hangar facilities and the runways. Since TVL has a single runway, the taxiway system is relatively simple and provides access from the runway to the parallel taxiway (Taxiway A), and on to the apron. The Airport has two high-speed exit taxiways intended to allow aircraft to quickly exit the runway following landing. Due to changes in taxiway design standards and anticipated operational demand, these taxiways were identified for removal as part of the 2017 Master Plan. Taxilanes are used to access hangars near the south end of the apron, which vary in condition from newly replaced to poor.

Aprons

An aircraft apron is used for aircraft movement and positioning, aircraft storage and tiedowns, aircraft fueling, and vehicle movement and parking. The complete apron area at TVL consists of over 700,000 square feet of pavement, which is divided into areas for staging based and transient aircraft, and for use by the Airport's Fixed Base Operator (FBO).[5]

[4] Tahoe Regional Planning Agency (TRPA), 1987, *Threshold Standards and Regional Plan*, adopted by the TRPA Governing Board June 25, 1987, Updated December 12, 2012, amended May 22, 2024.

[5] Mountain West Aviation serves as the Airport's FBO and offers full-service fueling; line services; overnight hangar rental; and other aircraft, pilot, and passenger support services. The FBO is also contracted to be a provider of aviation fuel for the U.S. federal government. This arrangement provides military aircraft and other government departments access to specific fuel prices established by the U.S. government. The lease agreement with Mountain West Aviation lasts through 2042.



SOURCE: USDA, 2022; Esri, 2025; TRPA, 2012; ESA, 2025

Lake Tahoe Airport Master Plan IS/MND

Figure 4
TRPA Regional Plan Land Use

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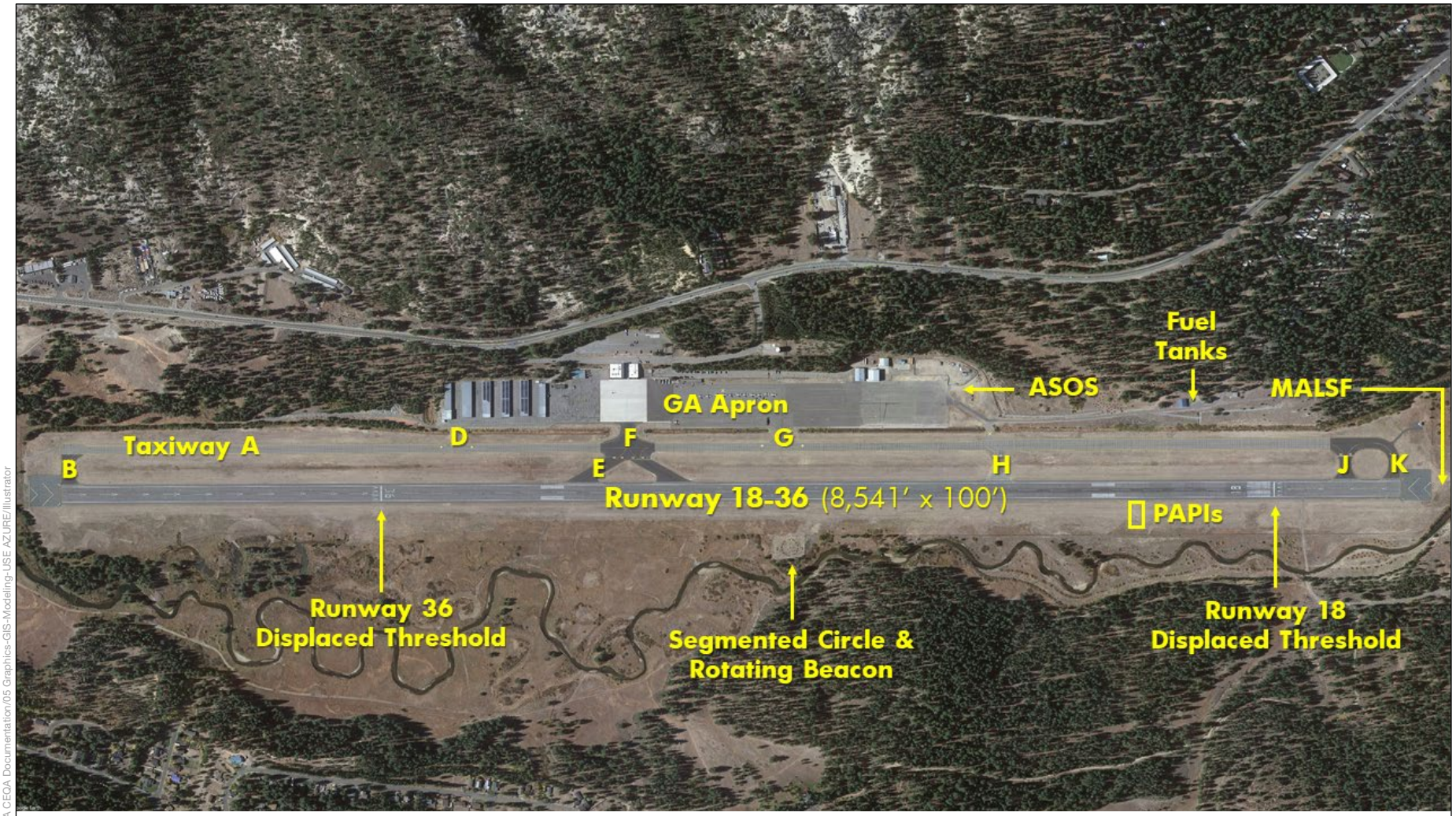

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SOURCE: Woolpert, 2024

Lake Tahoe Airport Master Plan IS/MND

Figure 5
Existing TVL Airside Facilities

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Airfield Lighting

A rotating beacon identifies the location of the Airport at night and during periods of poor visibility. For civilian airports like TVL, this beacon projects alternating green and white beams from dusk to dawn. The TVL rotating beacon is located east of the runway near the segmented circle.

Runway lighting aids are necessary to provide pilots with critical takeoff and landing information concerning runway alignment, lateral displacement, rollout operations, and runway distance remaining. Runway edge lights are used to outline the edges of runways during periods of darkness or restricted visibility conditions. Runway 18-36 is outfitted with Medium Intensity Runway Lighting (MIRL).

A Precision Approach Path Indicator (PAPI) is a series of lights that provide visual guidance during a runway approach. A four-light PAPI system is installed on Runway 18. Runway 18 is also equipped with a Medium Intensity Approach Lighting System with Sequenced Flashing Lights (MALSF). Note that approach light systems are designed to provide pilots with the basic means of transitioning from instrument flight to visual flight during landing. Runway End Identifier Lights (REILs) are high-intensity white strobe lights located on each side of the runway threshold to enable rapid identification of the runway threshold, particularly at night and during periods of poor visibility. Runway 36 is equipped with REILs.

Taxiway edge lights aid in providing visual guidance to pilots and ground service/maintenance vehicles accessing the taxiway in low visibility or night conditions. Taxiway lighting at TVL is only available at the apron entrances and high-speed taxiways.

Additional visual aids and instrumentation at TVL assist pilots in arriving or departing. The Airport's segmented circle and lighted wind cone provide pilots with traffic pattern and wind direction/velocity information. This equipment is located east of the runway.

Weather Reporting

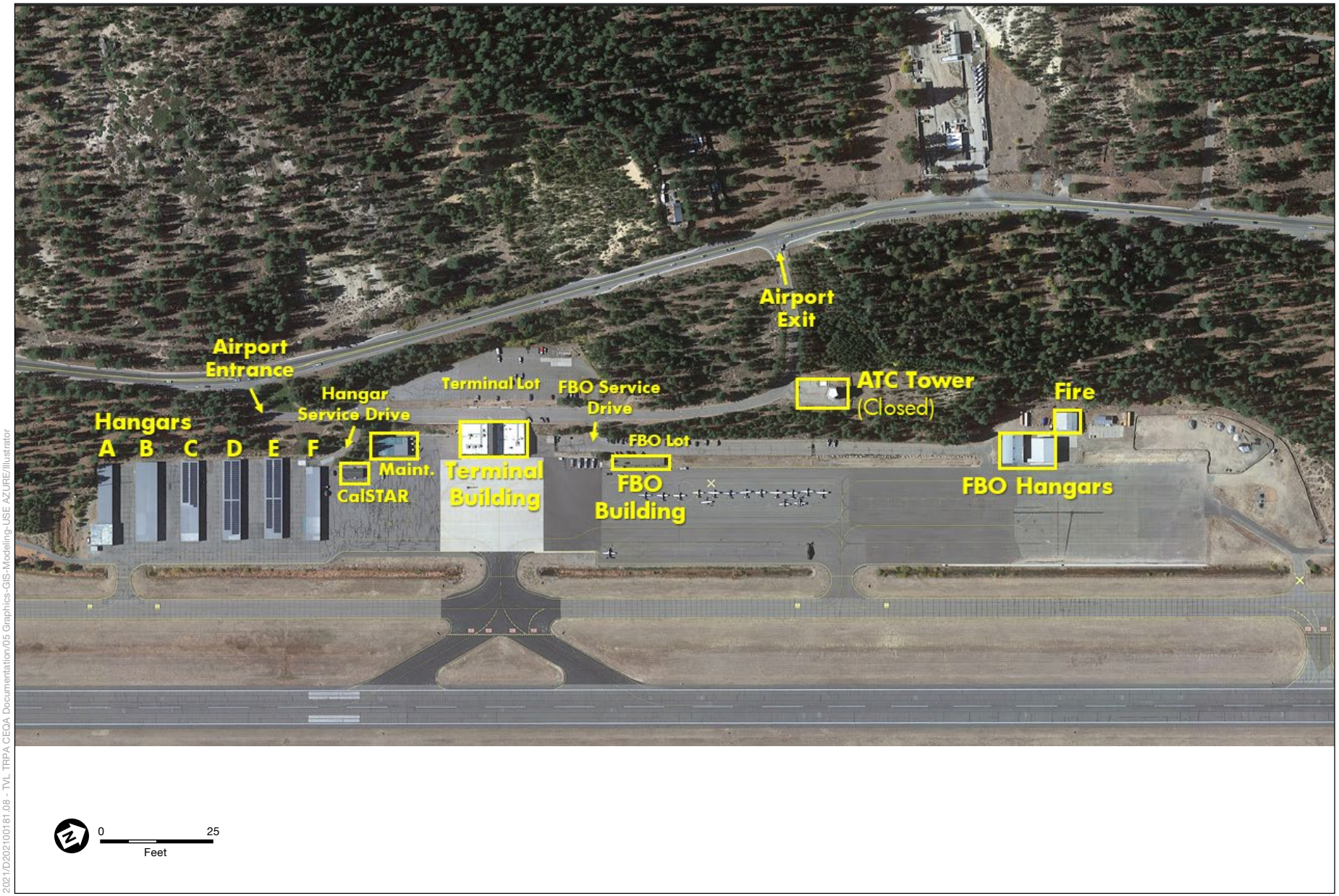
Automated Surface Observing Systems (ASOS) program is a joint effort of the National Weather Service (NWS), the FAA, and the Department of Defense and serves as the nation's primary surface weather observing network. It is designed to support weather forecast activities and aviation operations and, at the same time, support the needs of the meteorological, hydrological, and climatological research communities. The TVL ASOS is located west of the runway, near the north end of the general aviation apron. The system provides on-site weather data collection and reporting capabilities. Without on-airport weather reporting, charter/air taxi flights may not be allowed to take off or land in instrument (poor) weather conditions.

Landside Facilities

Landside development at the Airport is west of all airside components. In general, these facilities include a terminal building, FBO structure, aircraft hangars, fuel storage facilities, roadways, and parking lots. **Figure 6** depicts TVL's existing landside facilities.

Terminal Building

The terminal building is a remnant of the Airport's commercial passenger service but serves as a useful asset for current-day operations. The structure contains just over 30,000 square feet of office, restaurant, and administrative space. The City of South Lake Tahoe serves as the terminal building's primary tenant. City Hall, as well as administrative offices, are all located in the Airport terminal building.



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SOURCE: Woolpert, 2024

Lake Tahoe Airport Master Plan IS/MND

Figure 6
Existing TVL Landside Facilities

ESA

Airport Buildings and Hangars

Aside from the terminal building and FBO structure, there are other support structures located around the Airport property.

CALSTAR (California Shock and Trauma Air Rescue) occupies a mobile trailer near the hangar service drive. CALSTAR is an affiliate of REACH Air Medical Services, which provides emergency transport services throughout western states. CALSTAR maintains administrative offices in the terminal building and utilizes the mobile trailer for 24-hour on-call services, where staff can remain close to its helicopter for quick response times.

The Airport uses a maintenance shed to store snow removal equipment, mowers, and other materials used in day-to-day operations. The Airport owns and leases general aviation hangars, which are generally located on the south side of the ramp area. All hangars are currently occupied and the Airport maintains a waiting list to address any turnover or vacancy. The FBO leases two stand-alone hangars near the north side of the ramp, which are used for aircraft maintenance and overnight storage.

An Air Traffic Control Tower (ATCT), constructed in the late 1960s, is still standing but has been out of commission for approximately 20 years, as declining operations at the Airport and a change in federal funding led to the eventual closure of the ATCT in 2004.

Airport Support Facilities

Airport Access Roadways

Emerald Bay Road (U.S. Route 50) runs parallel to the west boundary of the Airport and provides access to the City of South Lake Tahoe to the north and the Town of Meyers to the south. Lisa Maloff Way serves as a one-way access point where vehicles enter south of the terminal area, drive north, and exit back on to Emerald Bay Road. This road is currently in poor condition, due to vehicle usage and seasonal weather impacts.

The primary hangar complex is accessed via a service drive located to the immediate right upon entering Lisa Maloff Way. Across from the service drive, users can veer left and enter the Terminal Lot. As vehicles proceed along Lisa Maloff Way, past the terminal building, the FBO building and FBO Lot can be accessed via an additional service drive on the right side. On the left, vehicles can enter the Terminal Lot via an additional entrance; this is also where vehicles exit the Terminal Lot.

Airport Parking

Two parking areas, one west of the terminal building across from Lisa Maloff Way (Terminal Lot) and a second near the FBO building (FBO Lot), serve pilots, tenants, and visitors. The Terminal Lot contains 150 striped parking spaces. Excess spaces in the winter months are used for Recreational Vehicle (RV) and boat parking to generate additional revenues for the Airport. The FBO Lot is partially striped and can support storage of approximately 50 vehicles. Six accessible (ADA) parking spaces are available in front of the main terminal building entrance.

Fencing

The Airport maintains 6-foot fencing around the perimeter of the Airfield Operating Area. This fence follows the property line along the southeast side but otherwise is generally situated to serve as a boundary between environmentally sensitive areas on the east side and as a security measure on the west landside areas.

Project Description

The proposed update to Lake Tahoe Airport Master Plan (proposed project) comprises a long-range plan for Airport development that includes both airside and landside improvements. Airside improvements would take place within aircraft movement areas that include the runway and taxiway system and the FAA-defined protected areas that encompass them. Landside improvements would take place outside of the main aircraft movement area and include facilities that are used for aircraft storage, aircraft parking, terminal facilities, automobile parking, and airport access. The proposed Airport Master Plan projects are depicted on **Figure 7** and are described below.

Landside Improvements

Reconstruct Existing Ground Service Equipment (GSE) Facility

This project comprises reconstruction of the existing Ground Service Equipment (GSE) facility located directly south of the Airport's terminal building. The GSE facility provides storage for the Airport's snow removal, grass cutting, and other ground maintenance vehicles, as well as various other Airport vehicles and equipment. Reconstruction of this facility is intended to ensure that it remains usable for an extended period. The existing facility is approximately 12 feet in height, and the reconstructed facility would be approximately 18 feet in height. Construction of the facility would occur over an estimated duration of eight months and would require excavation of one to two feet in depth.

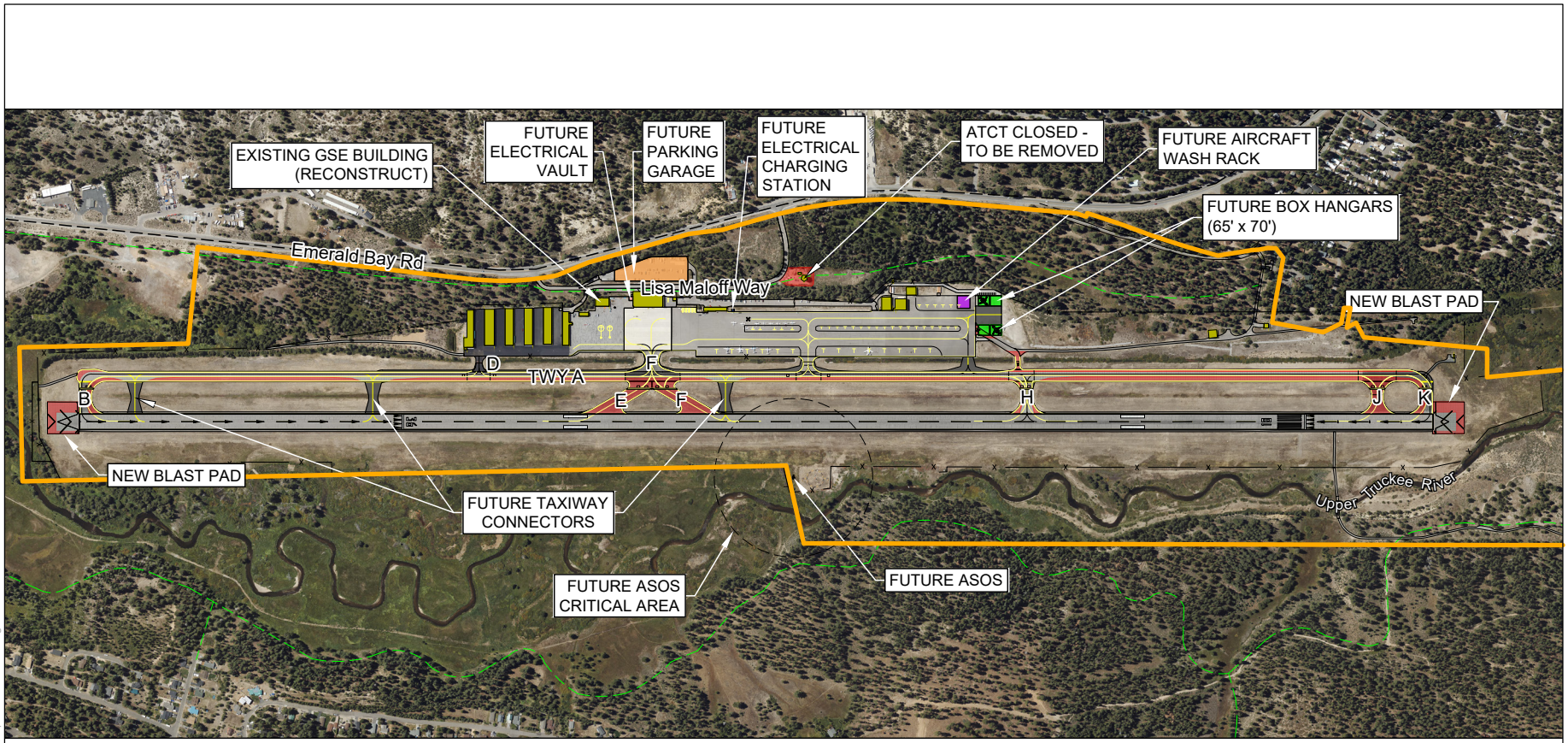
Remediate and Demolish Former Air Traffic Control Tower (ATCT)

The project includes the closure and removal of the Airport's ATCT, located west of the primary apron area. The ATCT at TVL closed more than 20 years ago and has since fallen into disrepair. The project would include demolition and removal of the existing approximately 50-foot-tall structure over an estimated duration of three months.

Incorporate Bike Path onto Airport Property

In 2024, the TRPA adopted the Active Transportation Plan (ATP).[6] This document outlines improvements and recommendations for the overall active transportation infrastructure of the Lake Tahoe region. Active transportation includes any form of walking, bicycling, rolling, or other non-motorized transportation, and the infrastructure required to accommodate these activities. The TRPA 2024 ATP includes the development of a bicycle lane and bicycle path along Emerald Bay Road, which runs along the western side of the Airport. An additional bike path is planned to be constructed in the area near the Upper Truckee River, which runs along the eastern side of the airfield.

[6] Tahoe Regional Planning Agency (TRPA), 2024, *Active Transportation Plan*, adopted by the TRPA Governing Board on April 24, 2024.



LEGEND	
FUTURE TAXIWAY/APRON	
FUTURE PARKING/ROADWAY	
FUTURE HANGARS	
PAVEMENT REMOVAL	
FUTURE BIKE PATH/LANE/ROUTE	---/---/---

PAVEMENT REMOVAL AREAS	
TAXIWAYS	324,778 SQFT.
BLAST PADS	44,456 SQFT.
ROADWAYS	8,707 SQFT.
TOTAL PAVEMENT REMOVAL	377,941 SQFT.

Airport Property Line

0 2000
Feet

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SOURCE: Woolpert, 2025

Lake Tahoe Airport Master Plan IS/MND

Figure 7
Proposed Airport Master Plan Elements

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The estimated width of the bike path within the Airport property would be 12 feet. Equipment for constructing the bike path would include excavators, trail dozers, and potentially smaller machinery such as mini-excavators or compact tractors with attachments for earthmoving and shaping the trail. Construction of the bike path would occur over an estimated duration of nine months and would occur within the Airport property boundary.

Box Hangar Development and Access Taxilane, and Non-Aeronautical Pavement Removal

This project includes the development of four new aircraft box hangars along the northern side of the existing apron area as well as removal of excess pavement. With the relocation of the ASOS from its existing location (described below under *Airside Improvements*), this area of the Airport would become available for new buildings and development. Currently, TVL has six rows of T-hangars and four box hangars for aircraft storage. The development of these four new box hangars would allow for more covered aircraft storage or aviation-related businesses at the Airport. The hangars would measure 70 feet wide, 65 feet in depth, and approximately 30 feet in height, a size capable of accommodating a wide range of small to medium sized corporate jets. In addition to the construction of these hangars, a small taxi lane would be constructed for aircraft access, and a parking lot and access road would be constructed for automobile access. Construction of the project would occur over an estimated duration of nine months and would require excavation of 2 to 3 feet in depth.

Install Electrical Vault

This project includes the construction of an airport electrical vault. An airfield lighting vault is an above-ground facility that houses regulators, controls, and other equipment necessary to operate the wide range of lights present on an airfield. Currently, the Airport's main electrical control systems are housed within the primary terminal building; however, there are many advantages to housing these systems within a standalone electrical vault. The proposed new electrical vault would provide easy access to all electrical control systems as well as ensuring the continued operations of airfield lights during a power outage through dedicated external backup generators. The proposed new electrical vault would be approximately 8 feet in height and would be located just south of the existing terminal building. Construction of the project would occur over an estimated duration of six months.

Airport Parking Garage

This project includes the construction of a new parking structure across from the terminal building. Currently, this area is occupied by a parking lot that accommodates approximately 100 vehicles. The proposed parking garage would be a three-level, approximately 50,000-square-foot structure with a maximum height of 36 feet. The facility would include 600 to 750 vehicle spaces, 20 to 25 electric vehicle charging stations, and a transit stop. Construction of the facility would occur over an estimated duration of 24 months. Construction is anticipated to require limited excavation for building foundations and could include pile driving depending on the results of the required geotechnical evaluation. The parking structure would occupy the same footprint as the existing parking lot and would not penetrate the Airport's airspace.

Install Electric Aircraft Charging Station

This project includes the addition of an electrical charging station proposed just north of the FBO. Given the advancements in technology for electric aircraft in the past few years, it is reasonable to assume that electric aircraft could operate at TVL within the planning period. As such, this project would accommodate electrical charging for these types of aircraft. The proposed facility may also provide opportunities for vehicle charging. Construction of the project would occur over an estimated duration of less than one month and would require minor excavation to install a surface pad.

Airside Improvements

Remove and Reconstruct Taxiway Connectors

This project includes the removal and addition of several taxiway connectors located across the airfield. The taxiway connectors to be removed include the two high-speed exit taxiways located near the midpoint of the runway, currently designated as Taxiways E and F. Additionally, the bypass taxiway located at the Runway 18 end, designated as Taxiway J, would be removed. In addition to these taxiway removals, a portion of the taxiway pavement located at the Runway 36 end would be removed to conform with FAA requirements.

To account for these taxiway removals, three new taxiway connectors would be constructed along the length of the runway. A new bypass taxiway would be constructed at the Runway 36 end, with another connector being built just before the Runway 36 end threshold. An additional runway connector taxiway would be located just north of the existing high-speed exit taxiways. Finally, a connector taxiway would be constructed to connect the northeastern portion of the existing apron area with Taxiway A.

Relocate Automated Surface Observing System (ASOS)

This project includes the relocation and upgrade of the ASOS, currently located north of the existing apron area. The ASOS would be relocated to the other side of the runway just south of the existing segmented circle. This location would allow for the necessary 500-foot ASOS critical area to be relocated, allowing for future development of the northern apron area.

Adjust Pavement Width of Parallel Taxiway

This project involves the shifting of the Taxiway A centerline to be offset 300 feet from the runway centerline to comply with the FAA separation standards. With the taxiway centerline adjusted, a reduction in taxiway width to 35 feet would be applied to a majority of Taxiway A, with a portion of the taxiway being adjusted to 50 feet in width.

Design and Construct New Blast Pads

Blast pads are surfaces at the end of an airport runway that absorb the force of exhaust during takeoffs and landings. This project includes the removal of currently oversized blast pad pavement on each runway end to meet FAA’s design standards.

Install New Aircraft Wash Rack

This project includes the construction of an aircraft wash rack, to be located on the northern end of the existing apron area. A wash rack is a designated area of an apron used for cleaning aircraft. The wash

rack would be large enough to accommodate most types of aircraft operating at the Airport and allow pilots and ground crew members to manually wash aircraft in need of cleaning. The wash rack would include a water runoff collection filtering system as well as complimentary hoses and water supply to assist with cleaning. Construction of the project would occur over an estimated duration of one month and would not require excavation.

Project Construction

Project construction activities would include demolition and removal of aging or obsolete facilities and construction of new facilities as described under the individual project descriptions above. Project construction would include limited excavation, grading, and disturbance of unpaved ground surface. Anticipated construction equipment required for the proposed improvements would include excavators, graders, front-end loaders, asphalt pavers, rollers, dump trucks, bottom dumps, and street sweepers.

Project Schedule

Implementation of Airport Master Plan improvements is expected to occur over a 20-year period from 2025 through approximately 2045.

Required Approvals

Adoption of the Airport Master Plan would require the following approvals.

- The City of South Lake Tahoe would adopt the Airport Master Plan, the Airport Master Plan Mitigated Negative Declaration (MND), and the Airport Master Plan Mitigation Monitoring and Reporting Program (MMRP).
- The FAA would approve the Airport Layout Plan (ALP) drawing and Aviation Demand Forecast presented in the Airport Master Plan report.

Implementation of projects in the Airport Master Plan may also require approval from:

- Tahoe Regional Planning Agency[7]
- Regional Water Quality Control Board – Lahontan
- California Department of Fish and Wildlife
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- El Dorado County Air Quality Management District

[7] The City of South Lake Tahoe submitted an Initial Environmental Checklist to TRPA, upon review of which TRPA determined the Master Plan "does not require TRPA approval or action at this time." TRPA's determination is documented in correspondence dated September 3, 2025 and included in **Appendix D**.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☒ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

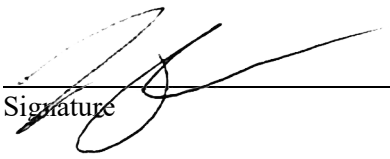
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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

10/01/2025

Date

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
I.	**AESTHETICS** — Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

Topic a

Scenic vistas are locations from which the public can experience unique and exemplary views, typically from vantage points that offer panoramic views of great breadth and depth. The Lake Tahoe region affords numerous high-quality views of the lake within a forested mountainous environment.

Emerald Bay Road (U.S. Route 50) runs parallel to the west boundary of the Airport and provides access to the City of South Lake Tahoe to the north and the Town of Meyers to the south. Lisa Maloff Way serves as a one-way access point where vehicles enter south of the terminal area, drive north, and exit back on to Emerald Bay Road. Views experienced from those traveling north and south of the Airport on U.S. Route 50 generally comprise a paved two-lane roadway flanked by large pine trees, intermittent views of open meadows and distant mountains, and varying pockets of mainly commercial development. Publicly accessible views from Lisa Maloff Way and the Airport include flat open views of the runway areas backed by long-range views of large-scale mountains to the east.

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements. Airside improvements would take place within aircraft movement areas that include the runway and taxiway system and the FAA-defined protected areas that encompass them. Landside improvements would take place outside of the main aircraft movement area and include facilities that are used for aircraft storage, aircraft parking, terminal facilities, automobile parking, and airport access. The proposed Airport Master Plan projects are depicted on Figure 7 and are described in the Project Description above. The majority of the proposed improvements would be low-rise in nature and would not substantially affect any recognized scenic vistas.

Amid these improvements, the proposed project would include construction of a new parking structure across from the terminal building. Currently, this area is occupied by a parking lot that accommodates approximately 100 vehicles. The proposed parking garage would be a three-level approximately 50,000-square-foot structure with a maximum height of 36 feet. While the Airport is immediately adjacent to U.S. Route 50, views toward the Airport from the roadway are largely obscured by trees that exist on reserved land owned by the Airport. Further, U.S. Route 50 is at a higher elevation than the Airport. Thus, the majority of the proposed improvements would be low-rise in nature and would not substantially affect any recognized scenic vistas. Therefore, the impact would be **less than significant**.

Topic b

The California Department of Transportation (Caltrans) manages the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to the highways. U.S. Route 50 from Echo Summit to South Lake Tahoe is an officially designated state scenic highway. As noted above, while the Airport is immediately adjacent to U.S. Route 50, views toward the Airport from the roadway are largely obscured by trees that exist on reserved land owned by the Airport. Furthermore, U.S. Route 50 is at a higher elevation than the Airport. The majority of the proposed project improvements would be low-rise in nature and would not substantially affect any recognized scenic resources within a state scenic highway. Therefore, the impact would be **less than significant**.

Topic c

The proposed project would not introduce any new structures or features not typically found within an airport or that would be visually out of character with the existing visual setting of the Airport property. Consequently, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact would be **less than significant**.

Topic d

The Airport currently contains several light sources, including apron, building, and runway and taxiway lighting, which are all required to ensure the safe operation of aircraft on the airfield. The Airport contains a variety of visual aids, which assist pilots in locating the Airport at night or during other periods of reduced visibility. The proposed project would add new airfield lighting, as well as relocate some existing airfield light sources. The FAA regulates the location, type, and height of all airfield light sources to ensure that light and glare would not result in safety hazards. Lighting associated with proposed landside improvements would include minimal lighting for the new aircraft box hangars and the proposed Airport parking garage. Lighting associated with these facilities would be consistent with typical landside airport facilities and would not substantially increase the amount of light and glare that currently exists on site. Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

Agriculture and Forestry Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) 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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

Impact Analysis

Topic a

The Airport primarily consists of largely developed land and is not located within any areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program.[8] The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements within the Airport property. The proposed project would not convert farmland to non-agricultural use, and there would be **no impact** under this significance criterion.

Topic b

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments

[8] California Department of Conservation, 2022, California Important Farmland Finder, accessed June 11, 2025, https://maps.conservation.ca.gov.

that are much lower than normal because they are based upon farming and open space uses as opposed to full market value.[9]

The Airport property is designated for public transportation (i.e., airport), and conservation uses by the City of South Lake Tahoe and the TRPA. There are no agricultural uses, lands zoned for agricultural protection, or lands under a Williamson Act contract within the Airport property.

Land under Williamson Act contract is located immediately to the north of the Airport. However, none of the components of the proposed project would occur on land containing a Williamson Act contract. The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements within the Airport property. Implementation of the proposed project would not affect the zoning, contract status, or viability of the land under Williamson Act contract located to the north of the Airport. Therefore, this impact would be **less than significant**.

Topic c

Timber production is largely prohibited in the Lake Tahoe Basin, as TRPA regulations are focused on strengthening the forest resources of the region. No land within the City of South Lake Tahoe (including the Airport) is designated as forestland or timberland. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forestland or timberland. There would be **no impact** under this significance criterion.

Topics d and e

The proposed project is located within an existing, developed site, the Airport, and the majority of improvements would occur on land that is already developed. There is no land designated as forestland within or adjacent to the project site, and there are no agricultural uses within the project site. As such, no forestlands or agricultural lands would be converted or encumbered as a result of the proposed project, and there would be **no impact** under this significance criterion.

Mitigation Measures

None required.

References

California Department of Conservation. 2022. California Important Farmland Finder. Accessed June 11, 2025. https://maps.conservation.ca.gov.

———. 2025. Williamson Act Program. Accessed June 11, 2025. https://www.conservation.ca.gov/dlrp/wa.

[9] California Department of Conservation, 2025, Williamson Act Program, accessed June 11, 2025, https://www.conservation.ca.gov/dlrp/wa.

Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Regulatory Framework

Under the federal Clean Air Act (CAA), as amended, the U.S. Environmental Protection Agency (EPA) has developed National Ambient Air Quality Standards (NAAQS) for the following air pollutants, referred to as criteria air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), sulfur dioxide (SO_2), lead (Pb), particulate matter up to 10 micrometers in size (PM_{10}), and particulate matter smaller than 2.5 micrometers in size ($PM_{2.5}$). The CAA defines the need to establish two standards—primary standards, which define maximum concentrations of criteria air pollutants to protect public health, and secondary standards, which define maximum concentrations of criteria air pollutants to protect public welfare.

Individual states are required to identify general geographic areas where the NAAQS for these criteria air pollutants are not met. The EPA designates such areas as nonattainment areas and qualifies the nonattainment status by severity of nonattainment ranging from marginal to moderate to serious to extreme nonattainment. Areas that were in nonattainment but have since attained the NAAQS are considered to be an attainment/maintenance area for several years before being designated as being in attainment. A state with a nonattainment or maintenance area must prepare a State Implementation Plan (SIP) that describes the programs and requirements that the state will implement to attain or maintain the NAAQS by the deadlines specified in the CAA, as well as subsequent related documents promulgated by the EPA.

The California Air Resources Board (CARB) monitors air quality conditions throughout the state and enforces state air regulations, issues permits, and formulates and maintains SIPs. Under the California Clean Air Act, patterned after the federal CAA, areas are designated as attainment or nonattainment for California Ambient Air Quality Standards (CAAQS). **Table 1** presents the NAAQS and CAAQS for criteria air pollutants.

TABLE 1
STATE AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	State Standard (CAAQS)[a]	Federal Primary Standard (NAAQS)[b]
Ozone	1-hour	0.09 ppm	NA [c]
	8-hour	0.070 ppm	0.070 ppm [d]
Carbon Monoxide (CO)	1-hour	20 ppm	35 ppm
	8-hour	9 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm	0.100 ppm
	Annual	0.030 ppm	0.053 ppm
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm	0.075 ppm
	24-hour	0.04 ppm	0.14 ppm
	Annual	NA	0.030 ppm
Particulate Matter (PM_{10})	24-hour	50 µg/m^3	150 µg/m^3
	Annual [e]	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$)	24-hour	NA	35 µg/m^3
	Annual	12 µg/m^3	9 µg/m^3
Sulfates	24-hour	25 µg/m^3	NA
Lead	30-day	1.5 µg/m^3	NA
	Cal. Quarter	NA	1.5 µg/m^3
	Rolling 3-month average	NA	0.15
Hydrogen Sulfide	1-hour	0.03 ppm	NA
Visibility-Reducing Particles	8-hour	—[f]	NA

Notes: CAAQS = California ambient air quality standards; Cal = calendar; NA = not applicable; NAAQS = national ambient air quality standards; ppm = parts per million; µg/m^3 = micrograms per cubic meter

a. CAAQS for ozone, CO (except Lake Tahoe), SO_2 (1-hour and 24-hour), NO_2, PM, and visibility-reducing particles are values that are not to be exceeded. All other state standards shown are values not to be equaled or exceeded.
b. NAAQS, other than ozone and particulates, and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The 8-hour ozone standard is attained when the 3-year average of the fourth highest daily concentration is 0.08 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than the standard. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of the 98th percentile is less than the standard.
c. The U.S. Environmental Protection Agency (EPA) revoked the national 1-hour ozone standard on June 15, 2005.
d. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the ozone level in the area.
e. State standard = annual geometric mean; national standard = annual arithmetic mean.
f. Statewide visibility reducing particle standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10 mile nominal visual range.

Sources: CARB 2024; EPA 2024.

The proposed project is located in the City of South Lake Tahoe, which is located within the Lake Tahoe Air Basin (LTAB) portion of El Dorado County. Air quality in the project area is regulated by the El Dorado County Air Quality Management District (EDCAQMD) and the TRPA. The EDCAQMD is responsible for ensuring that federal and state air quality standards are met by monitoring ambient air pollutant levels throughout El Dorado County. The EDCAQMD implements strategies to ensure SIP regulations are maintained and issues air quality permits. Construction of the proposed project is subject

to several rules adopted by the EDCAQMD, including Rule 223 regarding fugitive dust and Rule 215 regarding the application of architectural coatings. The TRPA has the authority to adopt air quality and other environmental quality thresholds and to enforce ordinances designed to achieve the thresholds.

Table 2 presents information regarding the air quality attainment status for the LTAB. As shown in Table 2, LTAB is classified as Nonattainment-Transitional for ozone (state standard) and nonattainment for PM_{10} (state standard). Historically, the LTAB was designated nonattainment for carbon monoxide (federal standard) but was reclassified to attainment in 1998.

TABLE 2
LAKE TAHOE AIR BASIN ATTAINMENT STATUS

	Designation/Classification	
Pollutant	**Federal Standards (NAAQS)**	**State Standards (CAAQS)**
Ozone – 1-hour	NA	Nonattainment-Transitional
Ozone – 8-hour	Unclassifiable/Attainment	Nonattainment-Transitional
Carbon Monoxide (CO)	Unclassifiable/Attainment	Attainment
Nitrogen Dioxide (NO_2)	Unclassifiable/Attainment	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/Attainment	Attainment
Particulate Matter (PM_{10})	Unclassifiable/Attainment	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Unclassifiable/Attainment	Attainment
Sulfates	NA	Attainment
Lead	Unclassifiable/Attainment	Attainment
Hydrogen Sulfide	NA	Unclassified
Visibility Reducing Particles	NA	Unclassified

Note: NA = not applicable
Source: CARB 2023

The EDCAQMD's Guide to Air Quality Assessment provides quantitative significance thresholds for criteria air pollutants during project construction and operation.[10] These significance thresholds are summarized in **Table 3**. As shown in Table 3, for ozone precursor pollutants - reactive organic gases (ROG) and oxides of nitrogen (NOx) - the EDCAQMD has adopted a mass emission threshold of 82 pounds per average day. For the other criteria air pollutants, a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable national or state ambient air quality standard(s). Guidance provided in Chapters 4-6 of the Guide to Air Quality Assessment can be used to determine whether project-related emissions of these pollutants will cause or contribute to a violation of an applicable ambient air quality standard.

[10] EDCAQMD 2002.

TABLE 3
EDCAQMD SIGNIFICANCE THRESHOLDS

Criteria Pollutants and Precursors	Construction-Related Significance Threshold	Operational Related Significance Threshold
ROG	82 ppd	82 ppd
NOx	82 ppd	82 ppd
Carbon Monoxide (CO)	NAAQS and CAAQS	NAAQS and CAAQS
Nitrogen Dioxide (NO_2)	NAAQS and CAAQS	NAAQS and CAAQS
Sulfur Dioxide (SO_2)	NAAQS and CAAQS	NAAQS and CAAQS
Particulate Matter (PM_{10})	NAAQS and CAAQS	NAAQS and CAAQS
Fine Particulate Matter ($PM_{2.5}$)	NAAQS and CAAQS	NAAQS and CAAQS
Sulfates	CAAQS	CAAQS
Lead	NAAQS and CAAQS	NAAQS and CAAQS
Hydrogen Sulfide	CAAQS	CAAQS

Note: NOx = oxides of nitrogen; ppd = pounds per day; ROG = reactive organic gases
Source: EDCAQMD 2002

As found in Chapter 7 of the Guide to Air Quality Assessment, for health risks, a project is considered to have a significant impact if this probability exceeds one in one million (1×10^{-6}). However, if the project implements Toxics Best Available Control Technology (T-BACT), the threshold for significance is adjusted to ten in one million (1×10^{-5}). For non-carcinogenic effects, the assessment computes a Hazard Index (HI) by comparing estimated exposure levels to reference exposure levels. An HI greater than 1.0 indicates a significant non-cancer health risk. Because implementation of the proposed project would not increase operational emissions, the potential health risks associated with the project are from diesel exhaust emissions that occur during construction.

In EDCAQMD's Guide to Air Quality Assessment, the potential health risk for diesel exhaust particulate matter will not exceed the health risk criteria in Chapter 7 if total diesel fuel use for construction equipment for the duration of the construction phase is less than shown in **Table 4**.

TABLE 4
EDCAQMD FUEL USE SCREENING CRITERIA FOR DIESEL PM HEALTH RISK

PM Control Technology [a]	Maximum Gallons of Diesel Fuel Consumption during Construction Phase
T-BACT applied	37,000 gallons
T-BACT not applied	3,700 gallons

Notes: PM = particulate matter; T-BACT = toxics best available control technology

a. For the purposes of this screening test, T-BACT is defined as the use of 1996 and later model year engines in all Diesel construction equipment.

Source: EDCAQMD 2002

Impact Analysis

Topic a

The LTAB is currently non-attainment for ozone (state ambient standards) and PM_{10} (state ambient standard).

While an air quality plan for the area exists for ozone, currently there is none for particulate matter. The Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan) was developed for application within the Sacramento region, which includes the LTAB portion of El Dorado County. The Plan outlines how the Sacramento Federal Nonattainment Area (SFNA), including the western portions of El Dorado County, will meet the 2008 ozone NAAQS by July 20, 2027. If a project can demonstrate consistency with the Plan for ROG and NOx emissions, it would be determined that it would not have a significant cumulative impact with respect to ozone.

The EDCAQMD considers projects consistent with the Plan if the project satisfies the following criteria. Compliance of the proposed project with each of these criteria is also discussed below.

1. The project does not require a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions of ROG and NOx from the proposed project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation.

   The project would be consistent with the land use designations for the area in the County General Plan and would not require a General Plan Amendment or rezoning. The emissions inventories used to develop a region's air quality attainment plans are based primarily on projected population growth and vehicle miles traveled (VMT) for the region, which are based, in part, on the planned growth identified in regional and community plans. Therefore, projects that would result in increases in population or employment growth beyond that projected in regional or community plans could result in increases in VMT above that planned in the attainment plan. The resulting excess emissions could conflict with a region's air quality planning efforts. Increases in VMT beyond that projected in area plans generally would be considered to have a significant adverse incremental effect on the region's ability to attain or maintain state and federal ambient air quality standards.

   The proposed project would not change existing land use designations as it consists of airport improvements to the existing airport property. Additionally, the proposed project would not generate VMT since there are no operational changes to the existing airport. Therefore, the proposed project is consistent with the general plan.

2. The project does not exceed "project alone" significance criteria in the EDCAQMD CEQA Guide.

   As detailed under Topic b, the proposed project's construction and operational emissions would be less than the project-level significance thresholds identified by the EDCAQMD. Therefore, the proposed project does not exceed the "project alone" significance criteria.

3. The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the Air Quality Attainment Plan (AQAP).

   The Plan contains control measures aimed at reducing air pollution in the Sacramento region. The Plan relies on many existing federal, state, and local control programs to achieve reductions of ozone precursors. Additionally, the CARB, SFNA air districts, and the Sacramento Area Council of

Governments (SACOG) continue to enforce existing strategies and implement traffic control measures (TCMs). These measures include:

- The CARB maintains the most stringent mobile source emissions control program in the nation. The CARB has adopted numerous regulations aimed at reducing exposure to diesel particulate matter (DPM) and oxides of nitrogen (e.g., NO_2). Further, the CARB and the SFNA air district staff work closely on identifying and distributing incentive funds to accelerate cleanup of engines. Key incentive programs include the Carl Moyer Program, the Goods Movement Program, the Lower-Emission School Bus Program, and the Air Quality Improvement Program (AQIP).
- The CARB maintains a long-standing light-duty mobile source program. The CARB estimates that light-duty vehicle NOx emissions will be reduced by about 60 percent in 2024 when compared to 2017. Key light-duty programs include Advanced Clean Cars (ACC); On-Board Diagnostics; Reformulated Gasoline; Incentive Programs; and the Enhanced Smog Check Program.
- The CARB also maintains a long-standing heavy-duty mobile source program. Heavy-duty NOx emissions are expected to be reduced by about 50 percent in 2024 when compared to 2017. Key programs include Heavy- Duty Engine Standards, Clean Diesel Fuel, Truck and Bus Regulation and Incentive Programs.
- The CARB and EPA maintain long-standing programs to reduce emissions from off-road sources. Off-road NOx emissions will be reduced by about 25 percent in 2024 when compared to 2017. Key programs include Off-Road Engine Standards, Locomotive Engine Standards, Clean Greenhouse Gases Diesel Fuel, Cleaner In-Use Off-Road Regulation, and In-Use Large Spark Ignition (LSI) Fleet Regulation.
- SACOG provides transportation planning and funding for the greater Sacramento region and has worked with local governments to develop and implement transportation related policies and measures. For example, one of the TCMs previously developed is the Spare the Air program. The current 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) aims to reduce VMT through transportation policies and implementing actions that foster the next generation of mobility solutions, modernize funding for transportation infrastructure, and build and maintain a safe, reliable, and multimodal transportation.[11]

As these measures are primarily implemented at the state and regional level, the proposed project does not conflict with any of these control measures.

4. The project complies with all applicable district rules and regulations.

   The EDCAQMD maintains a list of current rules and regulations. The proposed project does not include any components that conflict with applicable rules and regulations and will be required to comply with them as permit conditions of approval.

The proposed project is consistent with the EDCAQMD's standards for determination of compliance with the Plan. Thus, the proposed project would be consistent with the air quality plan for the region and would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be **less than significant**.

Topic b

Construction-related emissions arise from a variety of activities, including (1) grading, excavation, road building, and other earth moving activities; (2) travel by construction equipment and employee vehicles,

[11] SACOG 2019.

especially on unpaved surfaces; (3) exhaust from construction equipment; (4) architectural coatings; and (5) asphalt paving.

The proposed project includes a series of improvements to the Airport that would occur over an approximately 20-year period. These improvements are intended to improve the safety of existing Airport operations, meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demands. Implementation of the proposed project would not increase aircraft operations or the number of Airport employees.

Proposed project elements include pavement marking and signage improvements, pavement reconstruction and rehabilitation, taxiway modifications, construction and expansion of new hangars and fixed-base operator facilities, construction of a new parking garage, demolition and removal of an existing air traffic control tower, relocation of a weather observation system, and installation of a new bike path, electric aircraft charging station, and aircraft wash rack.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. The proposed project construction activities would occur primarily on the paved surface of the Airport property and would include some excavation, grading, and disturbance of unpaved ground surfaces within the Airport property. Although the proposed project elements would not emit large amounts of fugitive dust during their respective construction periods, it is possible for implementation of the proposed project to result in some fugitive dust. However, the City must comply with EDCAQMD Rule 223-1, which requires preparation and implementation of a fugitive dust plan. Compliance with Rule 223-1 would reduce nuisance dust impacts to a level that is less than significant.

Average daily construction emissions of ROG, NOx, CO, SO_2, PM_{10}, and $PM_{2.5}$ were estimated using the current version California Emissions Estimator Model (CalEEMod Version 2022.1). Emissions were calculated using information, such as square footage, for each project element. Off-road equipment, durations of construction phases, and the number of worker trips used to model construction emissions for each project element were based on CalEEMod default values. Haul trips were calculated using information specific to each project element. Because the construction schedule is unknown, emissions were conservatively estimated assuming all project elements occur simultaneously. In reality, average daily emissions would be lower, as construction would be spread over 20 years and equipment would become progressively cleaner over time.

Table 5 compares average daily construction emissions to the EDCAQMD's significance thresholds for each modeled year of construction.

As shown in Table 5, maximum daily construction emissions are estimated at 15.7 pounds per day of ROG and 15.3 pounds per day of NOx, well below the El Dorado County AQMD significance thresholds of 85 pounds per day for both pollutants. PM_{10} and $PM_{2.5}$ emissions would also remain below thresholds with standard dust control measures in place. Construction activities would not cause or contribute to a violation of state or federal ambient air quality standards, nor result in a substantial decline in regional air quality.

TABLE 5
AVERAGE DAILY CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Year [a]	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2026	1.5	15.3	16.3	< 0.1	0.1	0.5
2027	15.7	1.5	2.2	< 0.1	0.2	0.2
EDCAQMD Significance Threshold	85	85	AAQS	AAQS	AAQS	AAQS
Exceed Threshold (Yes or No)?	No	No	No [b]	No [b]	No [b]	No [b]

Notes: AAQS = ambient air quality standards; CO = Carbon Monoxide; NA = No mass emission threshold for this pollutant; NOX = Oxides of nitrogen; PM10 = particulate matter; $PM_{2.5}$ = fine particulate matter; SO_2 = Oxides of sulfur; ROG = Reactive organic gas

a. "Year" refers to the modeled construction year, assuming a worst-case scenario in which all project elements are built simultaneously.
b. Emissions of these pollutants would be minimal and would not cause or contribute to a violation of the applicable CAAQS or NAAQS.

Construction emissions estimates were developed using CalEEMod version 2022.1. See Appendix A for model outputs and more detailed assumptions.

Source: ESA 2025.

The proposed project would not alter airport operations, including staffing, flights, or customer activity; therefore, operational emissions would remain unchanged and not contribute to regional air quality degradation.

Because construction and operational emissions are below thresholds that EDCAQMD considers cumulatively considerable, the proposed project would not result in a cumulatively significant net increase of any criteria pollutant for which the region is in nonattainment. Impacts would be **less than significant**.

Topic c

Construction activities would generate toxic air contaminants (TACs), primarily diesel particulate matter (DPM), from the operation of off-road diesel-powered equipment. To evaluate potential health risks from construction-related DPM emissions, the EDCAQMD has established a screening threshold of 37,000 gallons of diesel fuel, assuming the use of T-BACT.[12] Projects with diesel fuel usage below this threshold are presumed to result in a less than significant health risk.

The threshold assumes T-BACT is implemented, which EDCAQMD defines as the use of 1996 and later model year engines for all diesel construction equipment. Under federal emissions regulations, 1996 model year nonroad engines rated over 175 kilowatts (kW) were required to meet Tier 1 standards, which included a particulate matter (PM) emission limit of 0.4 grams per brake horsepower-hour (g/bhp-hr).

For this project, PM emissions were estimated based on the fleet-wide mix for calendar years 2026 and 2027. The PM emission rates vary by equipment type and year but range from 0.05 to 0.17 g/bhp-hr, well below the 1996 Tier 1 T-BACT benchmark. Total diesel fuel consumption for the full duration of construction is estimated to be approximately 34,177 gallons, which is below the EDCAQMD screening

[12] El Dorado County Air Quality Management District (EDCAQMD), 2002, *Guide to Air Quality Assessment*, February 2002, https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/government/air-quality/guide-to-air-quality-assessment/chapter3_rf6.pdf.

threshold. Therefore, construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and the health risk impact would be **less than significant**.

Since the Airport Master Plan projects would not result in any permanent sources of toxic air emissions, the proposed project would not result in any new long-term sources of TAC in the area. This impact would be **less than significant**.

Topic d

EDCAQMD has identified typical sources of odor in the Guide to Air Quality Assessment,[13] a few examples of which include manufacturing plants, rendering plants, coffee roasters, wastewater treatment plants, sanitary landfills, and solid waste transfer stations. While sources that generate objectionable odors must comply with air quality regulations, the public's sensitivity to locally produced odors often exceed regulatory thresholds. The proposed project would not include uses that have been identified by EDCAQMD as potential sources of objectionable odors; therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

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[13] El Dorado County Air Quality Management District (EDCAQMD), 2002, *Guide to Air Quality Assessment*, February 2002, https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/government/air-quality/guide-to-air-quality-assessment/chapter3_rf6.pdf.

Biological Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
IV.	**BIOLOGICAL RESOURCES** — Would the project:				
a)	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?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d)	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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

Data Sources/Methodology

This section identifies the existing biological resources at the Airport property; identifies the federal, state, and local regulations pertaining to biological resources within the region; and describes proposed project impacts on those biological resources as well as mitigation measures to reduce project-related potentially significant impacts. The information and analysis presented in this section is focused on special-status species,[14] wildlife habitats, vegetation communities, and potentially jurisdictional waters of the United States and waters of the state that occur or have the potential to occur on the Airport property. The results of the assessment presented in this section are based upon literature review and queries of the CDFW's Natural Diversity Database (CNDDB), the U.S. Fish and Wildlife Service (USFWS) list of federal endangered and threatened species, and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, as well as a field survey conducted at the Airport property by a qualified biologist.

[14] Species that are protected pursuant to federal or state endangered species laws or have been designated as Species of Special Concern by CDFW, or species that are not included on any agency listing but meet the definition of rare, endangered or threatened species of the CEQA Guidelines Section 15380(b), are collectively referred to as "special-status species."

The sources of reference data reviewed for this evaluation included the following:

- South Lake Tahoe U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle
- Historic and current aerial imagery[15]
- CDFW CNDDB list of special-status species occurrences within the South Lake Tahoe and surrounding USGS 7.5-minute topographic quadrangles[16]
- The California Native Plant Society online database[17]
- A USFWS Information for Planning and Consultation species list[18]
- USFWS Critical Habitat for Threatened and Endangered Species (online mapping program)[19] (USFWS 2025b)
- USFWS National Wetlands Inventory (NWI) online mapper[20]

On May 19, 2025, ESA biologist Jessica Orsolini conducted a reconnaissance-level survey of the Airport property for biological resources. During the survey, the ESA biologist walked through the Airport property recording existing habitat types, plants, and wildlife species observed. Vegetation communities and wildlife habitats were identified based on the field survey and by using aerial photo interpretation. During the biological survey, habitats were evaluated for their potential to support regionally occurring special-status species and the presence of any other biologically sensitive resources such as wetlands, riparian habitat, or drainages. While a formal aquatic resources delineation was not conducted, potential wetlands and other waters of the United States were noted. No protocol surveys for special-status species were conducted.

Regional Setting

The Airport property is in the City of South Lake Tahoe in El Dorado County, California. Regionally, the proposed project area is in the Sierra Nevada within the northern High Sierra Nevada floristic province of the Sierra Nevada region.[21] The Sierra Nevada of California is a north-northwest aligned mountain range that is substantially steeper on the eastern slope than the western slope. Elevation of the region ranges from 1,000 to 14,495 feet. Regional natural vegetation communities in the vicinity of the Airport property include montane conifer forests, sagebrush scrub, wetlands, and riverine habitat. The climate is typically temperate to cold and dry.

The Airport property area is generally flat where the runway, taxiway, and facility structures are located with gentle slopes in the undeveloped areas along the eastern and western edges of the property. Elevations range from approximately 6,255 to 6,330 feet. The Airport property primarily consists of structures and landscaping with Jeffrey pine forest along the eastern and western edges. The Upper Truckee River crosses from south to north along the eastern property edge and an intermittent drainage runs south to north between the taxiway and Airport structures. Existing land uses surrounding the

[15] Google Earth 2025.
[16] CDFW 2025.
[17] CNPS 2025.
[18] USFWS 2025a.
[19] USFWS 2025b.
[20] USFWS 2025c.
[21] Baldwin et al. 2012.

Airport include open space and forestland to the east, south, west, and north; residential uses to the east and northwest; and commercial uses to the northwest. U.S. Route 50runs parallel to the Airport to the west.

Natural Communities and Other Land Covers

Natural communities are assemblages of plant species that are defined by species composition and relative abundance. Other land covers consist of unvegetated areas or areas significantly disturbed by human activities. The natural communities described herein correlate where applicable with the list of terrestrial biological communities recognized by the CNDDB.[22] Eight habitat types were identified within the proposed project area. They can be divided into two main classifications: uplands (natural and other) and aquatic habitats.

Structures and Landscaping

Structures and urban landscaping comprise the majority of Airport property. Structures and hardscape include the runway, taxiway, aircraft aprons, the terminal and Airport buildings, aviation hangars, the parking lot and Airport access roadways among other Airport infrastructure (Figures 5 and 6). These facilities are described in more detail under *Existing Airport Facilities* in the Introduction. Between and around the runway and taxiway is grassland dominated by bulbous bluegrass (*Poa bulbosa*) that is regularly maintained through mowing.

Jeffrey Pine Forest

Within the proposed project area, Jeffrey pine forest occurs on the slopes at the eastern and western edges of the Airport property, outside the fenced portion of the Airport facilities. This community type is dominated by an overstory of Jeffrey pine (*Pinus jeffreyi*) mixed with lodgepole pine (*Pinus contorta*). The understory is open with scattered shrub and herbaceous species including pinemat (*Ceanothus prostratus*), big sagebrush (*Artemisia tridentata*), bulbous bluegrass, and bottlebrush squirreltail (*Elymus elymoides*). Jeffrey pine forest is not considered a sensitive natural community by CDFW.[23]

Big Sagebrush Scrub

Big sagebrush scrub occurs in the northeastern corner of the Airport property, outside the fenced portion of the Airport facilities. This community primarily occurs east of the Upper Truckee River and west of the edge of the Jeffrey pine forest. This community type is dominated by shrubs and herbaceous species consisting of big sagebrush, greenleaf manzanita (*Arctostaphylos patula*), Woods' rose (*Rosa woodsii*), bitterbrush (*Purshia tridentata*), mule ears (*Wyethia mollis*), butterweed (*Senecio integerrimus*), and bulbous bluegrass. Lemmon's willows (*Salix lemmonii*) are also scattered throughout this community. Big sagebrush scrub is not considered a sensitive natural community by CDFW.[24]

Seasonal Wetlands

A formal aquatic resources delineation was not conducted during the biological reconnaissance survey; however, areas with wetland vegetation or wetland hydrology were noted. Within the Airport property but outside the fenced facilities, the topographically level benches on either side of the Upper Truckee River were vegetated with many hydrophytic species including Lemmon's willow, plantainleaf buttercup (*Ranunculus alismifolius*), slender cinquefoil (*Potentilla gracilis*), bigleaf lupine (*Lupinus polyphyllus*)

[22] CDFW 2023.
[23] CDFW 2023.
[24] CDFW 2023.

and rushes (*Juncus* sp.). The NWI has mapped these areas as a matrix of wetland communities consisting of freshwater forested/shrub wetland (mapped as palustrine, scrub-shrub, broad-leaved deciduous, seasonally flooded, and seasonally saturated; abbreviated PSS1C and PSS1B) and freshwater emergent wetland (mapped as palustrine, emergent, persistent, seasonally flooded; abbreviated PEM1B).[25]

Areas of wetland vegetation, saturated soils, and standing water were also observed on the Airport property in a low swale between the taxiway and runway. Hydrophytic species observed include Nebraska sedge (*Carex nebrascensis*), mountain rush (*Juncus balticus*), willow saplings (*Salix* sp.), alpine timothy (*Phleum alpinum*), polygala knotweed (*Polygonum polygaloides*), and narrowleaf minerslettuce (*Montia linearis*).

Upper Truckee River (Perennial Creek)

The Upper Truckee River is a perennial aquatic feature that flows from south to north through the eastern and northern portions of the Airport property. The river occurs entirely outside the fenced perimeter of the Airport facilities. Flowing water was present in the river during the reconnaissance survey. The Upper Truckee River on the Airport property has flows consisting of a mix of riffles and runs. Scattered Lemmon's willow and wetland vegetation occurs along the banks. The NWI has mapped the portion of the Upper Truckee River that occurs on Airport property as riverine (mapped as riverine, upper perennial, unconsolidated bottom, permanently flooded; abbreviated R3UBH).[26]

Intermittent Drainage

An intermittent excavated drainage runs along the west side of the taxiway and drains into the Upper Truckee River north of the north end of the runway on the Airport property. This drainage contained flowing water during the reconnaissance survey with flows primarily consisting of slow runs. Vegetation along the banks was dominated by Lemmon's willow. Portions of the drainage contained cattails (*Typha* sp.) and field horsetail (*Equisetum arvense*). The NWI has mapped this intermittent drainage as riverine (mapped as riverine, intermittent, streambed, seasonally flooded, excavated; abbreviated R4SBCx).[27] The NWI has also mapped several tributaries to this drainage originating to the west,[28] though besides a small detention basin south of the aircraft hangers (discussed below), these features were not observed during the reconnaissance survey.

Detention Basin

A small detention basin occurs just south of the aircraft hangars. During the survey, this basin contained water but was choked with cattails. Lemmon's willows occur around the edges. This feature likely captures runoff from Airport facilities and the surrounding hillside. A large drain inlet occurs at the east edge of this feature. The NWI has mapped a riverine feature in this area (mapped as riverine, intermittent, streambed, temporarily flooded; abbreviated R4SBA).[29]

Federal and State Protected Wetlands and Waters

The federal government regulates waters of the United States, including many wetlands, under the Clean Water Act (CWA). The federal government defines wetlands in CWA Section 404 as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and

[25] USFWS 2025c.
[26] USFWS 2025c.
[27] USFWS 2025c.
[28] USFWS 2025c.
[29] USFWS 2025c.

that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."[30] Indicators of three wetland parameters (hydric soils, hydrophytic vegetation, and wetlands hydrology), as determined by site investigation, must be present at a site for the U.S. Army Corps of Engineers (USACE) to classify the site as a wetland.[31]

The USACE is the responsible agency for regulating wetlands under CWA Section 404, while the EPA has overall responsibility for the CWA. CDFW does not normally have direct jurisdiction over wetlands unless they are subject to regulation under streambed alteration agreements or they support State-listed species; however, CDFW has trust responsibility for wildlife and habitats pursuant to California law.

"Other waters of the United States" refer to those hydric features that are regulated by the CWA but are not wetlands.[32] To be considered jurisdictional, these features must exhibit an ordinary high-water mark. Examples of other waters of the United States include rivers, creeks, intermittent channels, ponds, and lakes. The definition and regulatory framework of wetlands and jurisdictional waters are further described in the CWA portion of this chapter (see below).

A formal aquatic resources delineation has not been conducted for the proposed project though areas with wetland vegetation or wetland hydrology were noted during the biological reconnaissance survey. A portion of the Upper Truckee River flows through the eastern and northern portions of the Airport property and an intermittent channelized tributary of the Upper Truckee River flows along the west side of the taxiway through the Airport property. Areas of wetland vegetation and wetland hydrology were identified in low areas between the taxiway and runway, and around the Upper Truckee River, and a small detention basin was observed south of the aircraft hangars.

Sensitive Natural Communities

A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, is structurally complex, or is in other ways of special concern to local, state, or federal agencies. Most sensitive natural communities are given special consideration because they perform important ecological functions, such as maintaining water quality and providing essential habitat for plants and wildlife. Some natural communities support a unique or diverse assemblage of plant species and therefore are considered sensitive from a botanical standpoint. CEQA may identify the elimination of such communities as a significant impact.

Sensitive natural communities include (a) habitats and natural communities that are regulated by federal and state resource agencies, (b) natural communities ranked S1, S2, or S3 by CDFW, and (c) areas protected by county ordinance. The CNDDB generates a list of ecologically sensitive and/or threatened habitat types within the California. There are no sensitive natural communities mapped in the CNDDB on the Airport property. Seasonal wetlands, the detention basin, the intermittent drainage, and the Upper Truckee River located on the Airport property area are sensitive natural communities because they are regulated by federal and state resource agencies.

[30] 33 Code of Federal Regulations (CFR) 328.3(c)(1); 40 CFR 120.2(c)(1).
[31] Environmental Laboratory, *Corps of Engineers Wetlands Delineation Manual*, January 1987.
[32] 33 CFR 328.4.

Wildlife Corridors

Wildlife corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. Wildlife corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

The proposed project would make improvements to an existing Airport. Activities and management at the Airport are deterrents to wildlife movement through the area and there are no documented wildlife movement corridors through the Airport property. The Upper Truckee River along the eastern edge of the Airport provides aquatic and riparian habitat suitable for wildlife movement through the area. No Airport improvements are planned near the river outside of existing facility fencing and any wildlife crossing through this area are likely already adapted to the ongoing disturbance from Airport operations. Implementation of the proposed project is not expected to impact wildlife corridors.

Critical Habitat

Critical habitat is defined in Federal Endangered Species Act (FESA) Section 3(5)A as a specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. There is no critical habitat designated within or adjacent to the Airport property.

Special-Status Species

Special-status species are regulated pursuant to federal and/or state endangered species laws or have been designated as Species of Special Concern by CDFW. In addition, CEQA Guidelines Section 15380(b) defines rare, endangered, or threatened species that are not included in any listing.[33] Species recognized under these terms are collectively referred to as special-status species. Special-status species or natural communities evaluated in this report are defined as:

1. Species listed or proposed for listing as threatened or endangered under the FESA[34]
2. Species that are candidates for possible future listing as threatened or endangered under FESA[35]
3. Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA)[36]

[33] For example, vascular plants listed as rare or endangered or as Rare Plant Rank 1 or 2 by CDFW are considered to meet the requirements of CEQA Guidelines Section 15380(b).

[34] 50 CFR 17.12 (listed plants), 50 CFR 17.11 (listed animals), and various notices in the Federal Register (FR) (proposed species).

[35] 61 FR 40, February 28, 1996.

[36] California Code of Regulations (CCR) Title 14, Section 670.5.

4. Plants listed as rare or endangered under the California Native Plant Protection Act[37]
5. Animal species of special concern to CDFW
6. Animals fully protected under Fish and Game Code[38]
7. Species that meet the definitions of rare and endangered under CEQA; a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists[39]
8. Plants ranked by California Native Plant Society as "rare, threatened, or endangered in California" (California Rare Plant Ranks 1A, 1B, and 2) meet CEQA significance criteria and State Fish and Game Code sections 1901, 2062, and 2067 criteria as rare, threatened, or endangered species
9. Natural communities that are waters, wetlands, riparian communities, or any biological community ranked S1, S2, or S3 by CDFW[40]

A list of special-status plant and terrestrial wildlife species that have the potential to occur in the project area was compiled based on data contained in the CNDDB;[41] and California Native Plant Society's Rare Plant Inventory;[42] a search of the USFWS Information for Planning and Consultation database (**Appendix B**).[43] **Table 6** below provides a list of special-status species, their general habitat requirements, and an assessment of their potential to occur on the Airport property. The analysis also includes consideration of nesting birds regulated by the federal Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code and species protected under the TRPA.

The "Potential to Occur" categories are defined as follows:

- **None:** A species is determined to have no potential to occur if (1) its specific habitat requirements are not present; **AND/OR** (2) it is outside the range or presumed to be extirpated from the area or region; **AND/OR** (3) a survey has been conducted according to agency protocol and the species was not found.
- **Low:** A species is determined to have a low potential to occur if (1) its known current distribution or range is outside of but near the study area; **AND/OR** (2) only limited or marginally suitable habitat is present.
- **Moderate:** A species is determined to have a moderate potential to occur if (1) habitat is present in the study area or immediately adjacent areas; **AND** (2) the study area is in the known range of the species, even if the species was not observed during general biological surveys.
- **High:** A species is determined to have a high potential to occur or be present if (1) habitat is present in the study area or immediately adjacent areas; **AND** (2) the study area is in the known range of the species; **AND/OR** (3) there are recent and reliable records of the species on or near the site.

Conclusions regarding habitat suitability and species occurrence are based on the analysis of existing literature and databases described previously and known habitats occurring within the project areas and regionally. Only species classified as having a moderate or high potential for occurrence were considered in the impact analysis.

[37] Fish and Game Code Section 1900 et seq.
[38] Fish and Game Code Section 3511 (birds), Section 4700 (mammals), and Section 5050 (reptiles and amphibians).
[39] CEQA Guidelines Section 15380.
[40] CDFW 2023.
[41] CDFW 2025.
[42] CDFW 2025.
[43] USFWS 2025a.

TABLE 6
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE AIRPORT PROPERTY

Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Fish			
Catostomus lahontan Lahontan mountain sucker	—/SSC/—	Occur in the Walker, Carson, Truckee, and Susan River drainages of the Lahontan Basin in the Eastern Sierra Nevada, but not in the Eagle Lake Basin. Also found in the North Fork Feather River drainage, mainly in Red Clover Creek. Found in shallow (<6.6 feet), clear, low-gradient streams associated with diverse substrates, from sand to boulders, in areas with dense cover. Have been found in streams up to 9,186 feet at temperatures of 34 to 77 F.	High – This species was found in the Upper Truckee River in the Airport property during surveys in 2005 and 2011.
Oncorhynchus clarkii henshawi Lahontan cutthroat trout	FT/SSC/—	Historically in all accessible cold waters of the Lahontan Basin in a wide variety of water temperatures and conditions. Cannot tolerate presence of other salmonids. Requires gravel riffles in streams for spawning.	Low – Lahontan cutthroat trout occur in the isolated headwaters of the Upper Truckee River and were planted in Lake Tahoe in 2011. These fish planted in Lake Tahoe, which could potentially migrate into the Upper Truckee River in the vicinity of the Airport property, are unlikely to exist now due to predation.
Prosopium williamsoni mountain whitefish	—/SSC/—	Inhabit clear cold streams at rivers at elevations of 4,593 to 7,545 feet. Favorable habitat includes mountain lakes or streams with deep pools (>3.3 feet) where summer temperatures range from 52 to 70 degrees F. Spawning occurs between October and early December when water temperatures are below 52 degrees F.	High – This species was found in the Upper Truckee River in the Airport property during surveys in 2011. This species was also collected from this location in 1949.
Siphateles bicolor pectinifer Lahontan Lake tui chuc	—/SSC/—	Inhabits large, deep lakes. Tolerates a wide range of physiochemical water conditions. Spawns in near-shore shallow areas over beds of aquatic vegetation.	None – No suitable habitat on the Airport property.
Reptiles			
Actinemys marmorata northwestern pond turtle	PT/SSC/—	Highly aquatic species found in a broad range of aquatic habitats including rivers and streams, permanent lakes, ponds, reservoirs, settling ponds, marshes, and other inundated wetlands. May use brackish, semi-permanent, or ephemeral features when inundated. Requires basking sites and loose soil in surrounding uplands suitable for nest excavation. Occurs throughout non-desert CA from 0 to 6,700 ft. Isolated populations are known from the Mojave River, Susan River, Truckee River, Carson River, and Klamath Basin.	Low – Airport property is outside the geographic range of this species.

TABLE 6
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE AIRPORT PROPERTY

Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Amphibians			
Ambystoma macrodactylum sigillatum southern long-toed salamander	—/SSC/—	Found under wood, logs, rocks, bark and other objects near breeding sites, which can include ponds, lakes, and streams. Outside of breeding season species retreats into burrows or other refugia.	Low – Limited suitable habitat in the Airport property.
Lithobates pipiens Northern leopard frog	—/SSC/—	Highly aquatic species. Shoreline cover, submerged and emergent aquatic vegetation are important habitat characteristics. Native range is east of the Sierra Nevada crest.	None – Limited suitable habitat in the Airport property, not known to occur in the vicinity.
Rana sierrae Sierra Nevada yellow-legged frog	FE/ST/—	Always encountered within a few feet of water. Tadpoles may require 2 to 4 years to complete their aquatic development.	Low – Limited suitable habitat in the Airport property and vicinity; not known to occur within the vicinity.
Birds			
Accipiter artricapillus American goshawk	—/SSC/TRPA	Coniferous forest with high levels of canopy cover. Uses old nests and maintains alternate sites. Usually nests on north slopes, near water. Red fir, lodgepole pine, Jeffrey pine, and aspens are typical nest trees. Goshawks generally do not nest near areas of human habitation or paved roads	Low – The coniferous forests in the Airport property and vicinity do not provide suitable nesting habitat for this species due to regular human disturbance.
Asio otus Long-eared owl	—/SSC/—	Require a combination of grassland or other open country for foraging, and dense tall shrubs or trees for nesting and roosting.	Low –Suitable foraging habitat is found in the Airport property and vicinity but the presence of the Airport and other development decreases the likelihood of this species occurring.
Aquila chrysaetos Golden eagle	—/—/FP/TRPA	Forages in open terrain such as grasslands, deserts, savannahs, and early successional stages of forest and shrub habitats; nests in canyons and large trees in open habitats. In the Sierra Nevada, golden eagles favor grasslands and areas of shrubs or saplings, and open-canopied woodlands of young blue oaks.	Low –Suitable foraging habitat is found in the meadow communities in the Airport property and vicinity but the presence of the Airport and other development decreases the likelihood of this species occurring in the vicinity.
Cypseloides niger black swift	—/SSC/—	Breeds in the Sierra Nevada Mtns., Cascade Range, and Central Coast Range. Nests in moist crevices or caves on sea cliffs above the surf and on cliffs behind or adjacent to waterfalls in deep canyons. Does not overwinter in California	None – Airport property provides no suitable habitat.
Empidonax traillii willow flycatcher	—/SE/—	Inhabits extensive thickets of low, dense willows on edge of wet meadows, ponds, or backwaters. Requires dense willow thickets for nesting/roosting. Low, exposed branches are used for singing posts/hunting perches.	Moderate – The montane riparian scrub in the northern part of the Airport property and vicinity provides potential nesting habitat for this species.

TABLE 6
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE AIRPORT PROPERTY

Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Falco peregrinus anatum Peregrine falcon	—/—/FP/TRPA	Nests on vertical cliff habitat, with large potholes or ledges, that is inaccessible to land predators. Hunts in a wide variety of habitats including meadows, woodlands, marshes, and mudflats.	None – Airport property provides no suitable nesting habitat.
Haliaeetus leucocephalus bald eagle	FD/SE/FP/TRPA	Nests in large stands with tree heights usually over 100 ft tall. Nests typically within one mile of water.	Low – Limited nesting habitat within the Airport property due to distance to foraging habitat.
Pandion haliaetus osprey	—/—/TRPA	Nests in large nests built in tree-tops within 15 miles of a good fish-producing body of water.	Low – Limited nesting habitat within the Airport property due to distance to foraging habitat.
Riparia riparia Bank swallow	—/ST/—	Colonial nester, primarily in riparian and other lowland habitats. Requires vertical banks/cliffs with fine-textured sandy soils near streams, rivers, lakes to dig nesting hole.	Low – Potential nesting habitat occurs along the Upper Truckee River, but no suitable habitat occurs within the Airport property.
Strix occidentalis occidentalis pop. 2 California spotted owl – Sierra Nevada Distinct Population Segment (DPS)	PT/—/SSC	Occurs in dense, old-growth conifer forests with multiple canopy layers. Roosts are most often in dense canopy on north facing slopes, usually within 1,000 feet of permanent water. Resides mostly in the southern Cascade Range of northern California, along the west slope of the Sierra Nevada, and in the mountains of central and southern California south to the Mexican border.	Low – The coniferous forest in and surrounding the Airport property do not contain the old growth used by this species for nesting and are subject to regular human disturbance.
Waterfowl Species	—/—/TRPA	Open water.	High – The Upper Truckee River in the Airport property and vicinity provides suitable habitat for waterfowl.
Xanthocephalus xanthocephalus yellow-headed blackbird	—/SSC/—	Nests in freshwater emergent wetlands with dense vegetation and deep water, often along borders of lakes or ponds. Nests only where large insects are abundant.	Low – Freshwater emergent wetlands within the Airport property provide marginal quality habitat for this species.
Mammals			
Aplodontia rufa californica Sierra Nevada mountain beaver	—/SSC/—	Moist forest habitats with ample vegetative ground cover. Deep, friable soils and a cool, moist microclimate are required for burrowing.	None – Airport property does not provide suitable habitat.
Canis lupus gray wolf	FE/SE/—	Habitat generalist historically occupying diverse habitats including tundra, forests, grasslands, and deserts. Primary habitat requirements are the presence of adequate ungulate prey, water, and low human contact. This native species was likely extirpated from California in the 1920s but have returned to California on their own by dispersal of individuals from source populations in other states.	None – Airport property does not provide suitable habitat. There are no known of occurrences of wolves around South Lake Tahoe.

TABLE 6
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE AIRPORT PROPERTY

Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Gulo gulo luscus North American wolverine	FT/ST/FP	Typically found in very remote areas of the northern North America and high elevation areas of the Sierra Nevada and Rocky Mountains. Uses caves, logs, and burrows for cover and denning. Hunts in more open areas.	None – The presence of an existing developed and populated area in and near the Airport property precludes the use of the area by wolverine.
Lepus americanus tahoensis Sierra Nevada snowshoe hare	—/SSC/—	Boreal riparian areas in the Sierra Nevada. Thickets of deciduous trees in riparian areas and thickets of young conifers.	Low – Airport property is outside of the typical high-elevation habitat preferred by this species.
Lepus townsendii townsendii western white-tailed jackrabbit	—/SSC/—	Plains and prairie and in alpine meadows with scattered coniferous trees.	Low – Suitable habitat for this species occurs in the Airport property, however this species is less likely to occur within the developed portions of the Basin.
Odocoileus hemionus Mule deer	—/—/TRPA	Mule deer range and habitat includes coniferous forest, foothill woodland, shrub land, grassland, agricultural fields, and suburban environments.	Low– Suitable habitat for this species occurs in the Airport property; however mule deer are less likely to occur within the developed portions of the Basin.
Pekania pennanti fisher	—/SSC/—	Preferred habitat is characterized by dense, multi-storied coniferous forest that includes a high percentage of snags and downed logs in proximity to riparian corridors.	None – Coniferous forests within the Airport property provide low quality habitat for this species and the species is not known to occur in the vicinity.
Taxidea taxus American badger	—/SSC/—	Found throughout most of California except the northern North Coast. Abundant in drier open stages of many shrub, forest, and herbaceous habitats with friable soils. Friable soils are required to dig burrows for refugia and rearing young	Low – Airport property provides only marginally suitable habitat. No evidence of badger dens were observed during the biological reconnaissance survey.
Vulpes vulpes necator pop. 2 Sierra Nevada red fox – Sierra Nevada DPS	FE/ST/—	Found in the Cascades in Siskiyou County and from Lassen County south to Tulare County. Found in a variety of habitats, including alpine dwarf-shrub, wet meadow, subalpine conifer, lodgepole pine, red fir, aspen, montane chaparral, montane riparian, mixed conifer, and ponderosa pine. Most sightings in the Sierra Nevada are above 7,000 feet. Uses dense vegetation and rocky areas for cover and den sites. Den sites include rock outcrops, hollow logs and stumps, and burrows in deep, loose soil. Prefers forests interspersed with meadows or alpine fell-fields.	None – Airport property provides limited suitable habitat and occurs below the typical elevation range of this species.

TABLE 6
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE AIRPORT PROPERTY

Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Invertebrates			
Bombus occidentalis western bumble bee	—/CE/—	Formerly found in much of California, the western bumble bee is now much reduced in abundance and mostly restricted to high meadows or coastal environments. It currently is observed in high elevation meadows, forests, riparian areas in the Sierra Nevada and Cascades as well as in coastal grasslands in northern California. As generalist foragers, they do not depend on any one flower type. They feed on nectar and pollen from flowers and nest and hibernate in abandoned rodent burrows and bird nests. It requires undisturbed nest sites and overwintering sites.	Low – The Airport property lacks the high elevation meadow habitat typically used by this species.
Danaus Plexippus pop. 1 Monarch butterfly – California overwintering population	PT/—/—	During the breeding season, monarchs lay their eggs on their obligate milkweed host plant (primarily *Asclepias* spp.). After larvae emerge, they feed on the milkweed. The larva then pupates into a chrysalis before emerging 6 to 14 days later as an adult butterfly. In temperate climates, such as western North America, monarchs undergo long-distance migration to their overwintering sites. Overwintering monarchs require specific microclimates which are primarily located at sites along the Pacific Coast, roosting in eucalyptus, Monterey pines, and Monterey cypress trees.	None – No milkweed occurs on the Airport property and the project areas occur outside the range of the overwintering population.
Plants and Fungi			
Arabis rigidissima var. *demota* Galena Creek rockcress	—/—/1B.2/TRPA	Well-drained, stony soil underlain by basic volcanic rock in upper montane coniferous forests. Occurs from 7,400 to 8,400 feet elevation. Blooms July through August.	None – Airport property provides no suitable habitat. Airport property outside the known elevational range of the species.
Astragalus austinae Austin's astragalus	—/—/1B.3	Exposed ridges and meadows above timberline. Occurs from 8,005 to 9,745 feet elevation. Blooms July (sometimes May) through September.	None – Airport property provides no suitable habitat. Airport property outside the known elevational range of the species.
Boechera tularensis Tulare rockcress	—/—/1B.3	Rocky slopes in subalpine coniferous forests and upper montane coniferous forests. Occurs from 5,990 to 10,990 feet elevation. Blooms June (sometimes May) through July (sometimes August).	None – Airport property provides no suitable habitat.
Botrychium ascendens upswept moonwort	—/—/2B.2	Moist habitats near springs and streams. Occurs from 3,660 to 9,990 feet elevation. Blooms July (sometimes June) through August.	Moderate – Suitable habitat along banks of the Upper Truckee River and in the in wet meadows and freshwater emergent wetlands in the Airport property.

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SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE AIRPORT PROPERTY

Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Botrychium crenulatum scalloped moonwort	— /—/2B.2	Habitats with wet or moist soils such as marshes, meadows, bogs, seeps, and along the edges of lakes and streams. Occurs from 4,160 to 10,760 feet elevation. Blooms June through September.	Moderate – Suitable habitat along banks of the Upper Truckee River and in the in wet meadows and freshwater emergent wetlands in the Airport property.
Brasenia schreberi watershield	—/—/2B.3	Freshwater marshes and swamps. Occurs from 0 to 7,220 feet elevation. Blooms June through September.	Moderate – Suitable habitat occurs in the freshwater emergent wetlands in the Airport property.
Carex daveyi Davy's sedge	—/—/1B.3	Dry, often sparse meadows in subalpine coniferous forest and upper montane coniferous forest. Occurs from 4,920 to 10,500 feet elevation. Blooms May through August.	Moderate – Suitable habitat occurs in the sage scrub community and in the vegetated grassy areas around the runway and taxiway on the Airport property.
Carex hystericina porcupine sedge	—/—/2B.1	Perennial rhizomatous herb found in marshes and swamps and sometimes stream banks. Occurs from 2,000 to 7,875 feet. Blooms May through June.	Moderate – Suitable habitat occurs in the freshwater emergent wetlands in the Airport property.
Carex limosa mud sedge	—/—/2B.2	Perennial rhizomatous herb found in sphagnum bogs and fens, soggy meadows, seeps, marshes and swamps, and edges of lakes in upper and lower montane coniferous forest. Occurs from 3,935 to 8,860 feet. Blooms June through August.	Moderate – Suitable habitat occurs in the wet meadows and freshwater emergent wetlands in the Airport property.
Chaenactis douglasii var. *alpina* alpine dusty maidens	—/—/2B.3	Perennial herb found in alpine boulder and rock field. Occurs from 9,400 to 11,155 feet. Blooms July through September.	None – Airport provides no suitable habitat and is outside the known elevational range of the species.
Claytonia megarhiza fell-fields claytonia	—/—/2B.3	Perennial herb found in alpine boulder and rock field in subalpine coniferous forest. Occurs from 8,530 to 11,590 feet. Blooms July through September.	None – Airport provides no suitable habitat and is outside the known elevational range of the species.
Draba asterophora var. *asterophora* Tahoe draba	—/—/1B.2/TRPA	Perennial herb found in alpine talus slopes, rock outcrops and crevices, on decomposed granite in subalpine coniferous forest. Occurs from 8,205 to 11,500 feet. Blooms July through August (sometimes September).	None – Airport property provides no suitable habitat. Airport property outside the known elevational range of the species.
Draba asterophora var. *macrocarpa* Cup Lake draba	—/—/1B.1/TRPA	Perennial herb found in subalpine coniferous forests, in relatively deep soil in the shade of granitic rocks. Occurs from 8,205 to 9,235 feet. Blooms July through August (sometimes September).	None – Airport property provides no suitable habitat. Airport property outside the known elevational range of the species.
Elodium blandowii Blandow's bog moss	—/—/2B.3	Moss found in meadows and seeps in subalpine coniferous forest. Occurs from 6,110 to 8,860 feet.	Moderate – Suitable habitat occurs in the freshwater emergent wetlands in the Airport property.
Epilobium palustre marsh willowherb	—/—/2B.3	Perennial rhizomatous herb found in bogs, fens, mesic meadows, and seeps. Occurs from 4,215 to 7,695 feet. Blooms July through September.	Moderate – Suitable habitat occurs in the freshwater emergent wetlands in the Airport property.

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Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Erigeron miser starved daisy	—/—/1B.3	Perennial herb found in rocky upper montane coniferous forest. Occurs from 6,035 to 8,595 feet. Blooms June through October.	Moderate – Suitable habitat occurs in the Jeffrey pine forest community on the Airport property.
Eriogonum luteolum var. *saltuarium* Jack's wild buckwheat	—/—/1B.2	Annual herb found in granitic, sandy soils of great basin scrub and upper montane coniferous forest. Occurs from 5,580 to 7,875 feet. Blooms July through September.	Moderate – Suitable habitat occurs in the Jeffrey pine forest and sagebrush scrub communities on the Airport property.
Erythranthe carsonensis Carson Valley monkeyflower	—/—/1B.1	Annual herb found in granitic soils in openings of Great Basin scrub. Known from one occurrence in California in the vicinity of Fredricksburg in Alpine County at 4,855 feet. Blooms April through June.	None. Airport property outside the known geographic and elevational range of the species.
Glyceria grandis American managrass	—/—/2B.3	Perennial rhizomatous herb found in found in streams, ditches, ponds, bogs, fens, marshes, swamps, seeps, and wet meadows. Occurs from 50 to 6,495 feet. Booms June through August.	Moderate – Suitable habitat occurs in the Upper Truckee River and in the wet meadows and freshwater emergent wetlands in the Airport property.
Lewisia longipetala long-petaled lewisia	—/—/1B.3/TRPA	Perennial herb found in mesic sites, in cracks of granite or gravely volcanic soils in alpine boulder and rock fields and subalpine coniferous forests. Occurs from 8,205 to 9,595 feet. Blooms July through August (sometimes September).	None – Airport property provides no suitable habitat. Airport property outside the known elevational range of the species.
Meesia uliginosa broad-nerved hump moss	—/—/2B.2	Moss growing on damp soil in bogs, fens, wet meadows and seeps in subalpine coniferous forest and upper montane coniferous forest. Occurs from 3,970 to 9,200 feet. Blooms July through October.	Moderate – Suitable habitat occurs in the wet meadows in the Airport property.
Oreocarya crymophila subalpine oreocarya	—/—/1B.3	Perennial herb found in rocky, volcanic soils of subalpine coniferous forest. Occurs from 8,530 to 10,500 feet. Blooms July through August.	None –Airport property outside the known elevational range of the species.
Phacelia stebbinsii Stebbins' phacelia	—/—/1B.2	Annual herb found in cismontane woodland, lower montane coniferous forest, and meadows and seeps. Occurs from 2,000 to 6,595 feet. Blooms May through July.	Moderate – Suitable habitat occurs in the freshwater emergent wetlands and Jeffrey pine forest communities on the Airport property.
Potamogeton robbinsii Robbins' pondweed	—/—2B.3	Aquatic perennial rhizomatous herb found in deep water within marshes and swamps. Occurs from 5,020 to 10,825 feet. Blooms July through August.	Low – there are no deepwater marshes or swamps on the Airport property. The freshwater emergent wetlands only provide marginal habitat due to their shallow depth.
Rorippa subumbellata Tahoe yellowcress	—/SE/1B.1/ TRPA	Perennial rhizomatous herb found on sandy beaches in decomposed granitic sand on the shores of Lake Tahoe. Occurs from 6,200 to 6,250 feet. Blooms May through September.	None – Airport property provides no suitable habitat. Airport property is outside the geographic range of this species.

TABLE 6
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE AIRPORT PROPERTY

Scientific Name Common Name	Listing Status: Federal/State/ CNPS/Local	General Habitat	Potential to Occur in the Airport Property
Schoenoplectus subterminalis water bulrush	—/—/2B.3	Aquatic perennial rhizomatous herb found in bogs and fens and along margins of montane marshes and swamps. Occurs from 2,460 to 7,380 feet. Blooms June through August (sometimes September).	Low – There are no bogs, fens, marshes, or swamps on the Airport property.
Scutellaria galericulata marsh skullcap	—/—/2B.2	Perennial rhizomatous herb found in swamps, meadows, stream banks and wet places in coniferous forests. Occurs from 0 to 6,890 feet. Blooms June through September.	Moderate – Suitable habitat occurs along the Upper Truckee River and in the wet meadows and freshwater emergent wetlands in the Airport property.
Stuckenia filiformis ssp. *alpina* northern slender pondweed	—/—/2B.2	Aquatic perennial rhizomatous herb found in shallow, clear water of lakes, drainage channels, marshes and swamps. Occurs from 985 to 7,055 feet. Blooms May through July.	Moderate – Suitable habitat occurs in the Upper Truckee River and in the freshwater emergent wetlands in the Airport property.
Viola purpurea ssp. *aura* golden violet	—/—/2B.2	Perennial herb found in sandy soils of great basin scrub and pinyon juniper woodland. Occurs from 3,280 to 8,205 feet. Blooms April through June.	Low – The Jeffrey pine forest and sagebrush scrub communities on the Airport property are only marginally suitable for this species.
Natural Communities			
Fen	—/—/—	A peat-accumulating wetland that receives some drainage from surrounding mineral soil and usually supports marsh-like vegetation. Low growing herbaceous perennials with low to medium shrubs are the dominant vegetation types. Soil is slightly acidic and contains moderate amounts of nutrients. Found widely scattered in the North Coast and Klamath ranges and through the Sierra Nevada from Tulare Co. to OR. Elevations range from 0 to 6,000 feet in the north portion of the range and 5,000 to 9,000 feet in the southern portion of the range.	None. This natural community was not observed on Airport property during the biological reconnaissance survey.
Sphagnum bog	—/—/—	Bog with *Sphagnum* sp. moss and low-growing herbaceous perennials and low shrubs. Occurs in cold, highly acidic, permanently waterlogged soils that are low in available nutrients. Incomplete decomposition of peat is common.	None. This natural community was not observed on Airport property during the biological reconnaissance survey.

Key:
Federal: (USFWS)
FE = Listed as Endangered by the Federal Government
FT = Listed as Threatened by the Federal Government
FC = Candidate for listing by the Federal Government
PT/PE = Proposed for listing by the Federal Government
State: (CDFW)
SE = Listed as Endangered by the State of California
ST = Listed as Threatened by the State of California
SR = Listed as Rare by the State of California (plants only)
SSC = California Species of Concern
FP = Fully Protected
CNPS: (California Native Plant Society)
Rank 1A = Plants presumed extirpated in California and either rare or extinct elsewhere
Rank 1B = Plants rare, threatened, or endangered in California and elsewhere
Rank 2A = Plants presumed extirpated in California, but more common elsewhere
Rank 2B = Plants rare, threatened, or endangered in California but more common elsewhere
0.1 = Seriously endangered in California
0.2 = Fairly endangered in California
0.3 = Not very endangered in California
– = No Listing
Local: TRPA = TRPA Special Interest Species.

Source: USFWS 2025a; CDFW 2025; CNPS 2025.

Regulatory Framework

Federal

Federal Endangered Species Act

FESA[44] prohibits unauthorized take of fish, wildlife, and plants that are listed as threatened or endangered and their designated critical habitat. *Candidate species* are those for which there is sufficient information on their biological status and threats to propose listing, but for which the development of a proposed listing regulation is precluded by other higher priority listing activities. Candidate species are usually evaluated as special-status species during the environmental review process. FESA specifies procedures for addressing effects or consequences of proposed actions on federally listed species.

Procedures for addressing impacts to federally listed species follow two principal pathways. The first pathway is a Section 10(a) incidental take permit, which applies to situations where a non-federal government entity must resolve potential adverse impacts to species protected under the FESA. The second pathway involves Section 7 consultation, which applies to projects directly undertaken by a federal agency or private projects requiring a federal permit or approval such as a Section 404 permit under the CWA or receiving federal funding.

Clean Water Act

The federal CWA was enacted as an amendment to the federal Water Pollution Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to waters of the United States. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands.

Section 401 – Under CWA Section 401, applicants for a federal license or permit to conduct activities which may result in the discharge of a pollutant into waters of the United States must obtain certification from the state in which the discharge would originate or, if appropriate, from the interstate water pollution control agency with jurisdiction over affected waters at the point where the discharge would originate. Therefore, all projects that have a federal component and may affect state water quality (including projects that require federal agency approval, such as issuance of a Section 404 permit) must also comply with CWA Section 401.

Section 402 – Under the CWA Section 402, the State Water Resources Control Board (SWRCB) has adopted a *General Construction Activity Stormwater Permit* (General Permit) for storm water discharges associated with any construction activity including clearing, grading, excavation reconstruction, and dredge and fill activities that results in the disturbance of at least one acre of total land area. The general permit requires the site owner to notify the state, to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), and to monitor the effectiveness of the plan.

De minimis discharge activities that are regulated by an individual or general National Pollutant Discharge Elimination Permit (NPDES) permit, such as discharges resulting in construction dewatering, also require the General Order for Dewatering and Other Low Threat Discharge to Surface Waters Permit

[44] 16 USC 1531–1544.

(Section 402). Project applicants/proponents should apply for this permit concurrently with the NPDES permit application.

Section 404 – CWA Section 404 regulates the discharge of dredged and fill materials into waters of the United States. Waters of the United States refers to oceans, bays, rivers, streams, lakes, ponds, and wetlands. Applicants must obtain a permit from the USACE for all discharges of dredged or fill material into waters of the United States, including wetlands, before proceeding with a proposed activity. Waters of the United States are under the jurisdiction of the USACE and the EPA.

Compliance with CWA Section 404 requires compliance with several other environmental laws and regulations. The USACE cannot issue an individual permit or verify the use of a general nationwide permit until the requirements of NEPA, FESA, and the National Historic Preservation Act (NHPA) have been met. In addition, USACE cannot issue or verify any permit until a water quality certification or a waiver of certification has been issued pursuant to CWA Section 401.

Migratory Bird Act

The MBTA[45] enacts the provisions of treaties between the U.S., Great Britain, Mexico, Japan, and the former Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. Unless and except as permitted by regulations, the MBTA states that without a permit issued by the U.S. Department of the Interior, it is unlawful to pursue, hunt, take, capture, or kill any migratory bird. The law also applies to the intentional disturbance and removal of nests occupied by migratory birds or their eggs during the breeding season. USFWS is responsible for overseeing compliance with the MBTA.

Bald Eagle Protection Act

The Bald Eagle Protection Act[46] prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald and golden eagles, including their parts, nests, or eggs. The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death, or nest abandonment.

State

Regional Water Quality Control Board

The SWRCB and the Regional Water Quality Control Boards (RWQCBs) (together "Boards") are the principal state agencies with primary responsibility for the coordination and control of water quality. In the Porter-Cologne Water Quality Control Act (Porter-Cologne), the Legislature declared that the "state must be prepared to exercise its full power and jurisdiction to protect the quality of the waters in the state from degradation …"[47] Porter-Cologne grants the Boards the authority to implement and enforce the water quality laws, regulations, policies and plans to protect the groundwater and surface waters of the state. Waters of the state determined to be jurisdictional would require, if impacted, waste discharge

[45] 16 USC 703–712.
[46] 16 U.S.C. 668–668c.
[47] California Water Code section 13000.

permitting and/or a Clean Water Act Section 401 certification (in the case of the required USACE permit). The enforcement of the state's water quality requirements is not solely the purview of the Boards and their staff. Other agencies (e.g., CDFW) have the ability to enforce certain water quality provisions in state law.

California Endangered Species Act

The CESA was enacted in 1984. Under CESA, the California Fish and Game Commission has the responsibility for maintaining a list of threatened species and endangered species. Pursuant to the requirements of the CESA, an agency reviewing a project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project site and determine whether the project would have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any project which may impact a candidate species. The CESA prohibits the take of California listed animals and plants in most cases, but CDFW may issue incidental take permits under special conditions.

Pursuant to the requirements of the CESA, an agency reviewing a project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project study area and determine whether the project would have a potentially significant impact on such species. Project-related impacts to species on the CESA endangered or threatened list would be considered significant. “Take” of protected species incidental to otherwise lawful management activities may be authorized under Fish and Game Code Section 206.591. Authorization from CDFW would be in the form of an incidental take permit under Section 2801.

California Fish and Game Code

The California Fish and Game Code protects a variety of species from take. Certain species are considered *fully protected*, meaning that the code explicitly prohibits all take of individuals of these species except for take permitted for scientific research. It is also possible for a species to be protected under the California Fish and Game Code, but not fully protected.

Fully Protected Species – Certain species are considered *fully protected*, meaning that the code explicitly prohibits all take of individuals of these species except for take permitted for scientific research. Section 5050 lists fully protected amphibians and reptiles, Section 5515 lists fully protected fish, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals. Except as provided in Sections 2081.7 or 2835, fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the species for the protection of livestock.

Nesting Birds and Birds-of-Prey (CA Fish and Game Code Section 3503, 3503.5, 3800, 3505) – Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Migratory non-game birds are protected under Section 3800, while other specified birds are protected under Section 3505.

Take Prohibition (CA Fish and Game Code Section 86, 2080) – Fish and Game Code Section 86 defines 'take' and Section 2080 prohibits 'taking' of a species listed as threatened or endangered under CESA[48] or otherwise fully protected, as defined in CA Fish and Game Code Section 3511, 4700, and 5050.

Lake and Streambed Alteration Agreement (CA Fish and Game Code Section 1602) – CDFW has jurisdictional authority over streams and lakes and the wetland resources associated with these aquatic systems under California Fish and Game Code Sections 1600 et seq. through administration of lake or streambed alteration agreements. Such agreements are not a permit, but rather a mutual accord between CDFW and the project proponent. California Fish and Game Code Section 1600 et seq. was repealed and replaced in October of 2003 with the new Section 1600–1616 that took effect on January 1, 2004 (Senate Bill No. 418 Sher). Under the new code, CDFW has the authority to regulate work that will "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river lake or stream." CDFW enters into a streambed alteration agreement with the project proponent and can impose conditions in the agreement to minimize and mitigate impacts to fish and wildlife resources. Because CDFW includes under its jurisdiction streamside habitats that may not qualify as wetlands under the federal CWA definition, CDFW jurisdiction may be broader than the USACE jurisdiction.

A project proponent must submit a notification of streambed alteration to CDFW before construction. The notification requires an application fee for streambed alteration agreements, with a specific fee schedule to be determined by CDFW. CDFW can enter into programmatic agreements that cover recurring operation and maintenance activities and regional plans. These agreements are sometimes referred to as Master Streambed Alteration Agreements (MSAAs).

Under Fish and Game Code Section 1602 (Streambed Alteration Agreements), the CDFW takes jurisdiction over the stream zone which is defined top of bank or outside extent of riparian vegetation, whichever is the greatest. Within the stream zone, waters of the state are typically delineated to include the streambed to the top of the bank and adjacent areas that would meet any one of the three wetland parameters in the USACE definition (vegetation, hydrology, and/or soils). Whereas federal jurisdiction requires meeting all three parameters, in practice meeting one parameter, or even the presence (rather than dominance) of wetland plants in an area associated with a jurisdictional streambed would qualify an area as waters of the state. CDFW jurisdiction is not limited to navigable waters or tributaries to navigable waters; however, isolated wetlands and wetlands not associated with a streambed are not subject to CDFW jurisdiction.

Native Plant Protection Act (CA Fish and Game Code Section 1900-1913)

State listing of plant species began in 1977 with the passage of the California Native Plant Protection Act (NPPA), which directed the CDFW to carry out the legislature's intent to "preserve, protect, and enhance endangered plants in this state." The NPPA gave the California Fish and Game Commission the power to designate native plants as endangered or rare and to require permits for collecting, transporting, or selling such plants. CESA expanded on the original NPPA and enhanced legal protection for plants. CESA

[48] California Fish and Game Code Section 2080.

established threatened and endangered species categories and grandfathered all rare animals—but not rare plants—into the act as threatened species. Thus, three listing categories for plants are employed in California: rare, threatened, and endangered.

CEQA Guidelines Section 15380

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specific criteria.

CEQA also specifies the protection of other locally or regionally significant resources, including natural communities or habitats. Although natural communities do not presently have legal protection, CEQA requires an assessment of such communities and potential project impacts. Natural communities that are identified as sensitive in the CNDDB are considered by the CDFW to be significant resources and fall under the CEQA Guidelines for addressing impacts.

Local

Tahoe Regional Planning Agency Environmental Thresholds

TRPA has established environmental thresholds for vegetation, wildlife, and fisheries. These environmental thresholds are used to establish the significance of an environmental effect to biological resources in the Lake Tahoe Basin. TRPA environmental thresholds for biological resources are defined below.

Vegetation Thresholds

Common Vegetation

Management Standard: Increase plant and structural diversity of forest communities through appropriate management practices as measured by diversity indices of species richness, relative abundance, and pattern.

Richness – Maintain the existing species richness of the Basin by providing for the perpetuation of the following plant associations:

Yellow Pine Forest: Jeffrey pine, white fir, incense cedar, sugar pine.

Red Fir Forest: red fir, Jeffrey pine, lodgepole pine, western white pine, mountain hemlock, western juniper.

Subalpine Forest: whitebark pine, mountain hemlock, mountain mahogany.

Shrub Associations: greenleaf and pinemat manzanita, tobacco brush, Sierra chinquapin, huckleberry oak, mountain whitethorn.

Sagebrush Scrub Vegetation: basin sagebrush, bitterbrush, Douglas chaenactis.

Deciduous Riparian: quaking aspen, mountain alder, black cottonwood, willow.

Meadow Association (wet and dry meadow): mountain squirrel tail, alpine gentian, whorled penstemon, asters, fescues, mountain brome, corn lilies, mountain bentgrass, hairgrass, marsh marigold, elephant heads, tinker's penney, mountain Timothy, sedges, rushes, buttercups.

Wetland Associations (marsh vegetation): pond lilies, buckbean, mare’s tail, pondweed, common bladderwort, bottle sedge, common spikerush.

Cushion Plant Association (alpine scrub): alpine phlox, dwarf ragwort, draba.

Relative Abundance – Of the total amount of undisturbed vegetation in the Lake Tahoe Basin:

- Maintain at least 4 percent meadow and wetland vegetation.
- Maintain at least 4 percent deciduous riparian vegetation.
- Maintain no more than 25 percent dominant shrub association vegetation.
- Maintain 15–25 percent of the Yellow Pine Forest in seral stages other than mature.
- Maintain 15–25 percent of the Red Fir Forest in seral stages other than mature.

Pattern – Provide for the proper juxtaposition of vegetation communities and age classes by:

- Limiting acreage size of new forest openings to no more than eight acres.
- Adjacent openings shall not be of the same relative age class or successional stage to avoid uniformity in stand composition and age.

A non-degradation standard to preserve plant communities shall apply to native deciduous trees, wetlands, and meadows while providing for opportunities to increase the acreage of such riparian associations to be consistent with the stream environment zone[49] (SEZ) threshold.

Native vegetation shall be maintained at a maximum level to be consistent with the limits defined in the *Land Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide for Planning, Bailey, 1974*, for allowable impervious cover and permanent site disturbance.

Late Seral and Old Growth Forest Ecosystems

Numerical Standard: Attain and maintain a minimum of 55 percent by area of forested lands within the Tahoe Basin in a late seral or old growth condition, and distributed across elevation zones. To achieve the 55 percent, the elevation zones shall contribute as follows:

- The Subalpine zone (greater than 8,500 feet elevation) will contribute 5 percent (7,600 acres) of the forested land;
- The Upper Montane zone (between 7,000 and 8,500 feet elevation) will contribute 30 percent (45,900 acres) of forested land;
- The Montane zone (lower than 7,000 feet elevation) will contribute 20 percent (30,600 acres) of forested land.

Forested lands within TRPA-designated urban areas are excluded in the calculation for threshold attainment. Areas of the montane zone within 1,250 feet or urban areas may be included in the calculation for threshold attainment if the area is actively being managed for late seral and old growth conditions and has been mapped by TRPA. A maximum value of 40 percent of the lands within 1,250 feet of urban areas may be included in the calculation.

[49] A stream environment zone is an area that owes its biological and physical characteristics to the presence of surface or ground water. The precise definition is an area determined to be an SEZ by application of the criteria set forth in the TRPA's *Water Quality Management Plan for the Lake Tahoe Region*, Volume III, SEZ Protection and Restoration Program, dated November 1988.

Because of these restrictions the following percentage of each elevation zone must be attained to achieve this threshold:

- 61 percent of the Subalpine zone must be in late seral or old growth condition;
- 60 percent of the Upper Montane zone must be in late seral or old growth condition;
- 48 percent of the Montane Zone must be in late seral or old growth condition.

Uncommon Plant Communities

Numerical Standard: Provide for the non-degradation of the natural qualities of any plant community that is uncommon to the Tahoe Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to:

1. The deepwater plants of Lake Tahoe
2. Grass Lake (sphagnum bog)
3. Osgood swamp
4. The Freel Peak Cushion Plant community
5. Taylor Creek Marsh
6. Pope Marsh
7. Upper Truckee Marsh
8. Hell Hole

Sensitive Plants

Numerical Standard: Maintain a minimum number of population sites in the Tahoe Basin for each of the five sensitive plant species identified in **Table 7**.

TABLE 7
TRPA SENSITIVE PLANTS

Species	Minimum Number of Population Sites
Arabis rigidissima var. *demota*	7
Draba asterophora var. *asterophora*	5
Draba asterophora var. *macrocarpa*	2
Lewisia longipetala	2
Rorippa subumbellata	26

Source: TRPA

Wildlife Thresholds

Special Interest Species

Numerical Standard: Provide a minimum number of population sites and disturbance zones in the Tahoe Basin for the species identified in **Table 8**.

TABLE 8
TRPA SPECIAL INTEREST WILDLIFE SPECIES

Species of Interest	Minimum Number of Population Sites	Disturbance Zone (mi.)	Influence Zone (mi.)
Goshawk	12	Most suitable 500 acres surrounding a nest site including a 0.25-mile buffer centered on nest sites.	3.50
Osprey	4	0.25	0.60
Bald eagle (wintering)	2	Mapped areas	Mapped areas
Bald eagle (nesting)	1	0.50	Variable
Golden eagle	4	0.25	9.0
Peregrine falcon	2	0.25	7.6
Waterfowl	18	Mapped areas	Mapped areas
Deer	—	Mapped areas	Meadows

Source: TRPA

Habitats of Special Significance

Management Standard: A non-degradation standard shall apply to significant wildlife habitat consisting of deciduous trees, wetlands, and meadows while providing for opportunities to increase the acreage of such riparian associations.

Fisheries Thresholds

Stream Habitat

Numerical Standard: Maintain the 75 miles of excellent, 105 miles of good, and 38 miles of marginal stream habitat as indicated by the Stream Habitat Quality Overlay map, amended May 1997, based upon the re-rated stream scores set for in Appendix C-1 of the 1996 Evaluation Report.

Instream Flows

Management Standard: Until instream flow standards are established in the Regional Plan to protect fishery values, a non-degradation standard shall apply to instream flows.

Policy Statement: It shall be a policy of the TRPA Governing Board to seek transfers of existing points of water diversion from streams to Lake Tahoe.

Lahontan Cutthroat Trout

Policy Statement: It shall be the policy of the TRPA Governing Board to support, in response to justifiable evidence, state and federal efforts to reintroduce Lahontan cutthroat trout.

Lake Habitat

Management Standard: A non-degradation standard shall apply to fish habitat in Lake Tahoe. Achieve the equivalent of 5,948 total acres of excellent habitat as indicated by the Prime Fish Habitat Overlay Map as may be amended based on best available science.

TRPA Code of Ordinances

The TRPA Code of Ordinances compiles all the laws and ordinances needed to implement the TRPA's Regional Plan. The following chapters are relevant to biological resources: Chapter 61, *Vegetation and Forest Health*; Chapter 62, *Wildlife Resources*; and Chapter 63, *Fish Resources*.

Impact Analysis

Topic a

The following analysis considers the potential for the proposed project to have a substantial adverse effect, either directly or through habitat modifications, on special-status species that are known or have potential to occur on or near the project site.

Database searches of the CNDDB,[50] the CNPS's Inventory of Rare and Endangered Plants,[51] and USFWS's Resource List[52] were conducted within the Airport property and vicinity to identify previously reported occurrences of special-status species. A reconnaissance-level field survey to characterize existing conditions and determine the potential for the occurrence of special-status species was conducted on May 19, 2025. Table 6 above summarizes the potential for special-status species to occur on the Airport property. No special-status species were observed during the field visits. Detailed below is a summary of those findings and proposed mitigation measures to reduce any potential significant impacts to less than significant levels.

Special-Status Wildlife Species

Database queries returned thirty-one special-status wildlife species that could occur or that have been documented in the vicinity of the Airport property. Only four of these species: Lahontan mountain sucker, mountain whitefish, willow flycatcher and waterfowl, have a moderate or high potential to occur within the Airport property due to the habitat conditions present, distance to known occurrences of the species, or both. Fish and Game Code Sections 3503 and 3503.5 and the Migratory Bird Treaty Act protect raptors and passerines and their eggs and nests from incidental "take." These protections apply to both special-status birds identified in Table 6 and other birds that may occur in the project area. The implementation of **Mitigation Measures BIO-1** and **BIO-3** would ensure that potential impacts to these special-status species and nesting birds would be **less than significant with mitigation incorporated**.

Nesting Birds

Construction activities performed during the bird nesting season (March 1 to August 31), especially those that involve the use of mechanized equipment (e.g., grading and excavation), or vegetation removal could affect nesting bird species within 0.25-mile of the project sites. The loss or failure of any active nest by direct (i.e., removing vegetation containing a nest) or indirect (nest abandonment caused by construction disturbance), must be avoided under federal and California law described previously. If construction activities and the removal and trimming of vegetation are scheduled during the bird nesting season, the implementation of **Mitigation Measure BIO-1** would ensure that potential impacts to nesting birds would be **less than significant with mitigation incorporated**.

[50] CDFW 2025.
[51] CNPS 2025.
[52] USFWS 2025.

Potential Bird Collision

In addition to disturbance impacts on nesting birds there is potential for direct bird mortality to occur through collisions of birds and aircraft. Implementation of the proposed project would not result in an increase in aircraft operations, and thus the proposed project would not increase the potential or number of bird-related mortalities due to collisions with aircraft compared with the baseline condition. The impact would be **less than significant**.

Special-Status Fish Species

Lahontan mountain sucker and mountain whitefish have potential to occur within the Upper Truckee River where it crosses through the Airport property. No work is proposed in or immediately adjacent to the Upper Truckee River. Work to remove the blast pads and construct the new ASOS will occur within 150 feet of the river. Impacts to special-status fish could occur if excess sediment or hazardous materials enter the river while they are present. This would be a potentially significant impact. Implementation of **Mitigation Measure BIO-2** would protect the water quality in the Upper Truckee River and would ensure that potential impacts to special-status fish would be **less than significant with mitigation incorporated**.

Special-Status Plant Species

Database queries returned twenty-nine special-status plant species that could occur or that have been documented in the vicinity of the Airport property. Of these, fifteen have a moderate potential to occur within or in the vicinity of the Airport property. The reconnaissance-level survey conducted for this project did not record presence of any special-status plant species; however, this survey does not constitute a full botanical inventory of the site and does not meet the requirements outlined in the *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities*.[53] The majority of these species are associated with the Upper Truckee River, freshwater emergent wetlands, and the Jeffrey pine forest communities that are outside of the developed footprint of the Airport property and would not be impacted by the proposed project. However, the potential for impacting special-status plant species exists in undeveloped locations within the Airport. If construction activities and the removal and trimming of vegetation are located in undeveloped areas that have the potential to support special-status plant species, implementation of **Mitigation Measure BIO-3** would ensure that potential project impacts to special-status plant species would be **less than significant with mitigation incorporated**.

Topic b

A formal wetland delineation has not yet been conducted within the Airport property. A portion of the Upper Truckee River flows through the eastern side of the Airport property and an intermittent channelized tributary of the Upper Truckee River flows along the west side of the taxiway through the Airport property. Areas of wetland vegetation and wetland hydrology were identified in low areas between the taxiway and runway, and around the Upper Truckee River. A small detention basin was observed just south of the aircraft hangars. Implementation of **Mitigation Measure BIO-4** would ensure that the proposed project would be designed to avoid, restore, or compensate for direct and indirect effects to any potentially jurisdictional features and that the project would not impact riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the TRPA, CDFW or USFWS. The impact would be **less than significant with mitigation incorporated**.

[53] CDFW 2018.

Topic c

As described above, any projects implemented under the Airport Master Plan would be required to comply with existing TRPA, federal, and state regulations; permitting requirements; and environmental review procedures that protect SEZs, wetlands, and other sensitive habitats. Implementation of **Mitigation Measures BIO-2** and **BIO-4** would protect the water quality in the Upper Truckee River and would ensure that any potential temporary or permanent impacts to riparian habitats and waters of the United States or state would be **less than significant with mitigation incorporated**.

Topic d

The project would not create barriers or temporarily disturb any high-quality wildlife movement corridors such as streams or riparian corridors. The Airport property is small in relation to surrounding habitats with higher quality wildlife habitat. The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife corridors or impede the use of native wildlife nursery sites. The impact would be **less than significant**.

Topic e

TRPA has established environmental thresholds for vegetation, wildlife, and fisheries. As described above, **Mitigation Measures BIO-1**, **BIO-2**, and **BIO-3** would ensure that the proposed project would not result in significant impacts to special-status wildlife, plants, or their habitats. **Mitigation Measure BIO-4** would ensure that any potential temporary or permanent impacts to wetlands or waters of the United States or state would be fully mitigated consistent with TRPA ordinances. Implementation of these mitigation measures would ensure that potential project impacts would be **less than significant with mitigation incorporated**.

Topic f

There are no adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan that apply to the Airport property. Therefore, **no impact** would occur.

Mitigation Measures

BIO-1: Conduct nesting bird surveys. For construction activities that occur between March 1 and August 31, preconstruction nesting bird surveys shall be conducted by a qualified biologist familiar with bird behavior and knowledge of nest types prior to and within 14 days of any initial ground-disturbance activities. Surveys shall be conducted on foot within all suitable nesting habitat within 250 feet for passerines and 500 feet for raptors, to the extent feasible. If active nests are identified at the time of the survey, a minimum 50-foot radius exclusion zone for passerines shall be established and flagged. Active raptor or special-status species nests shall be protected by a buffer with a minimum radius of 250 feet. These distances may be adjusted depending on the level of surrounding ambient activity (i.e., if the project site is adjacent to a road or community development) and if an obstruction is within line-of-sight between the nest and construction. For bird species that are federally and/or State-listed special-status species (i.e., fully protected, endangered, threatened, species of special concern), the City of South Lake Tahoe shall consult with the USFWS and/or CDFW regarding modifying nest buffers, prohibiting construction within the buffer, modifying construction, and removing or relocating active nests that are found on the site. Each exclusion zone will remain in place until the nest has successfully

fledged or is otherwise inactive as determined by a qualified biologist. The following are conditions of this measure:

- Survey results are valid for 14 days from the survey date. Should ground disturbance commence later than 14 days from the survey date, surveys will be repeated. If no nesting birds are encountered, then work may proceed as planned.
- After commencement of work if there is a period of no work activity of 14 days or longer during the bird breeding season (March 1 to August 31), surveys will be repeated to ensure birds have not established nests during inactivity. If new nests are encountered buffers shall be established.
- Any birds that begin nesting within the project site and survey buffers amid construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels and minimum work exclusion zones of 25 feet shall be established around active nests in these cases.

BIO-2: Protect Water Quality of Upper Truckee River. The following BMPs will be implemented to protect water quality and special-status fish species in the Upper Truckee River.

- No construction equipment will be allowed to enter or drive through the creek, except where the existing in-water road crossing occurs in the northeastern portion of the Airport property.
- All equipment and tools will be inspected for the presence of undesirable species and cleaned prior to entering the work area at each location to reduce the risk of introducing nonnative plant or animal species.
- Staging and storage areas for equipment, materials, fuels, lubricants, and solvents will not be located within 150 feet of the stream. Stationary equipment such as cranes, motors, pumps, generators, compressors, and welders will be positioned over drip-pans. Non-stationary vehicles and equipment will be moved at least 150 feet from the stream prior to refueling and lubrication.
- Raw cement, concrete, or washings thereof, asphalt, equipment fluids or lubricants, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to fish or wildlife resulting from or disturbed by project-related activities, will be prevented from contaminating the soil and/or entering waterways.
- All personnel involved in the use of hazardous materials should be trained in emergency response and spill control.
- No litter or debris will be allowed to enter any waterway or placed in a location where it could be washed into a waterway. All such debris will be picked up daily and properly disposed of at an offsite location.

BIO-3: Perform preconstruction surveys for special-status plant species. For construction activities outside of currently developed hardscape areas and that would include ground disturbance or vegetation removal, a qualified botanist shall conduct a preconstruction survey for all special-status species, including all CNPS-listed species with the potential to occur within the area of disturbance. The survey shall be floristic in nature and shall follow the procedures outlined in CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant*

Populations and Sensitive Natural Communities. If special-status plant species are found, the City of South Lake Tahoe shall consult with CDFW to provide further measures to avoid/minimize impacts to identified special-status plants.

BIO-4: Avoid impacts to waters of the United States and state, either through avoidance, restoration, or compensation. Prior to construction activities outside of currently developed hardscape areas that would include ground disturbance or vegetation removal, a wetland delineation shall be conducted by a qualified biologist to determine if there are any wetland or waters subject to federal or state jurisdiction or subject to any permits or approvals by federal, state or local resource agencies. The wetland delineation shall be submitted to the USACE for verification. The City of South Lake Tahoe shall use the results of the wetland delineation to refine site plans in order avoid impacts to any jurisdictional features to the extent possible. If total avoidance is not possible, the City of South Lake Tahoe shall obtain the required permits prior to the implementation of construction activities. The anticipated required permits include a Clean Water Act Section 404 Nationwide Permit from the USACE; a Clean Water Act Section 401 Water Quality Certification from the Regional Water Quality Control Board; and a Streambed Alteration Agreement (SAA) from the CDFW. All permit requirements such as restoration for temporary impacts or compensation for permanent impacts shall be implemented to mitigate for loss of waters of the United States or state and reduce impacts to water quality during construction. In addition to federal or state requirements, setbacks and or mitigation as required by TRPA Section 61.1 (Tree Removal) of the TRPA Code of Ordinances, Section 33.6, *Vegetation Protection During Construction* and Chapter 61, *Vegetation and Forest Health* shall be integrated into project design plans.

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Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Regulatory Framework

Federal

Although the proposed project is not anticipated to require compliance with section 106 of the National Historic Preservation Act, the federal guidelines for the treatment of cultural resources are relevant for determining whether cultural resources, as defined under CEQA, are present, and for guiding the treatment of such resources. The following sections summarize the relevant federal regulations and guidelines.

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 was enacted primarily to acknowledge the importance of protecting the heritage of the United States from federal development. The following describes the NHPA's responsibilities:

- Set the federal policy for preserving our nation's heritage.
- Establish a federal-state and federal-tribal partnership.
- Establish the National Register of Historic Places (National Register) and National Historic Landmarks Programs.
- Mandate the selection of qualified state historic preservation officers (SHPOs).
- Establish the Advisory Council on Historic Preservation.
- Charge federal agencies with responsible stewardship.
- Establish the role of certified local governments within the states.

The regulations supporting the federal policy for historic preservation set by the NHPA can be found in Code of Federal Regulations (CFR) title 36, part 800 (36 CFR 800), "Protection of Historic Properties." This provides guidelines on how to follow the policy set forth in the NHPA.

National Register of Historic Places

The National Register is the nation's master inventory of cultural resources worthy of preservation. It is administered by the National Park Service, which is represented at the state level by the SHPO. The National Register includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the federal, state, or local

level. Resources that are listed in or have been found by the SHPO to be eligible for listing in the National Register are called *historic properties*.

Under the NHPA, a property is considered significant if it meets the NHPA listing criteria in 36 CFR 60.4, which read as follows:

> The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and
>
> a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> b) that are associated with the lives of persons significant in our past; or
>
> c) that embody the characteristics of a type, period, or method of construction, or that represent works of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> d) that have yielded, or may be likely to yield, information important in prehistory or history.
>
> Although there are exceptions, certain kinds of resources are not usually considered for listing in the National Register: religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.
>
> In addition to meeting at least one of the four criteria, a property or district must retain *integrity*, meaning that it must have the ability to convey its significance through the retention of seven aspects, or qualities, that in various combinations define integrity:
>
> – *Location:* The place where the historic property was constructed.
>
> – *Design:* The combination of elements that create the form, plans, space, structure, and style of the property.
>
> – *Setting:* The physical environment of the historic property, inclusive of the landscape and spatial relationships of the buildings.
>
> – *Materials:* The physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
>
> – *Workmanship:* Physical evidence of the crafts of a particular culture or people during any given period in history.
>
> – *Feeling:* The property's expression of the aesthetic or historic sense of a particular period of time.
>
> – *Association:* Direct link between an important historic event or person and a historic property.

Properties that are listed in the National Register, as well as properties that are formally determined to be eligible for listing in the National Register, are automatically listed in the California Register and therefore are considered historical resources under CEQA.[54]

[54] *California Code of Regulations* Title 14, section 4851, Historical Resources Eligible for Listing in the California Register of Historical Resources, accessed January 27, 2025, https://govt.westlaw.com/calregs/Document/I67F9B4365B4D11EC976B000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)&bhcp=1.

The Secretary of the Interior's Standards for the Treatment of Historic Properties

The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Secretary's Standards) were published and codified as 36 CFR 68 in 1995 and updated in 2017.[55] The Secretary's Standards for rehabilitation have been adopted by local government bodies across the country for reviewing proposed work on historic properties under local preservation ordinances. The Secretary's Standards provide a useful analytical tool for understanding and describing the potential impacts of changes to historic resources and are used to inform CEQA review. Developed by the National Park Service for reviewing certified rehabilitation tax credit projects, the rehabilitation standards provide guidance for reviewing work on historic properties.

Conformance with all rehabilitation standards does not determine whether a project would cause a substantial adverse change in the significance of a historical resource under CEQA. Rather, projects that comply with the standards benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource. Projects that do not comply with the rehabilitation standards may or may not cause a substantial adverse change in the significance of a historic resource and would require further analysis to determine whether the historic resource would be "materially impaired" by the project under CEQA Guidelines Section 15064.5(b).

State

California implements the NHPA through its statewide comprehensive cultural resource preservation programs. The California Office of Historic Preservation, an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The California Office of Historic Preservation also maintains the California Historical Resources Inventory. The SHPO is an appointed official who implements historic preservation programs within the state's jurisdiction.

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects in California. To be considered a historical resource, a property must generally be at least 50 years old; often a threshold of 45 years is used to account for project buildout. A *historical resource* is defined in CEQA Guidelines section 15064.5 as a cultural resource (i.e., a built-environment resource, archaeological resource, or human remains) that meets at least one of the following criteria:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register.
2) A resource included in a local register of historical resources, as defined in Public Resources Code section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of Public Resources Code section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

[55] U.S. Department of the Interior, National Park Service (Kay D. Weeks and Anne E. Grimmer), *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction Historic Buildings*, revised 2017, accessed January 27, 2025, https://www.nps.gov/orgs/1739/secretary-standards-treatment-historic-properties.htm.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register.
4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to of the Public Resources Code section 5020.1(k)), or identified in a historical resources survey (meeting the criteria in Public Resources Code section 5024.1(g)) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code section 5020.1(j) or 5024.1.

Therefore, under the CEQA Guidelines, even if a resource is not included in any federal, state, or local register or identified in a qualifying historical resources survey, a lead agency may still determine that any resource is a historical resource for the purposes of CEQA if there is substantial evidence supporting such a determination. A lead agency must consider a resource to be historically significant if it finds that the resource meets the criteria for listing in the California Register.

CEQA requires a lead agency to determine whether a proposed project would have a significant effect on important historical resources or unique archaeological resources. If a resource is neither a unique archaeological resource nor a historical resource, the CEQA Guidelines note that the effects of the project on that resource shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)). As noted above, projects that comply with the Secretary's Standards benefit from a regulatory presumption under CEQA that they would have a less-than-significant impact on a historical resource. Projects that do not comply with the Secretary's Standards may or may not cause a substantial adverse change in the significance of a historical resource and must be subject to further analysis to assess whether they would result in material impairment of a historic resource's significance.

California Register of Historical Resources

The California Register, administered by the California Office of Historic Preservation, is the authoritative guide to historical and archeological resources that are significant within the context of California's history. The eligibility criteria for inclusion in the California Register are based on and correspond to the National Register criteria. Under CEQA, certain resources are determined to be automatically included in the California Register, including California properties that are formally eligible for or listed in the National Register. These resources are considered historical resources by the San Francisco Planning Department for the purposes of CEQA. The criteria used for determining eligibility for listing in the California Register closely parallel those developed by the National Park Service for the National Register but also include relevance to California history. To be eligible for listing in the California Register as a historical resource, a resource must meet at least one of the following criteria (Public Resources Code section 5024.1(c)):

- **Criterion 1 (Event):** Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California.
- **Criterion 2 (Person):** Resources that are associated with the lives of persons important to history.

- **Criterion 3 (Design/Construction):** Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values.
- **Criterion 4 (Information Potential):** Resources or sites that have yielded or have the potential to yield information important in prehistory or history.

In addition, to be considered eligible for listing in the California Register, a historical resource must possess integrity. Consideration of integrity for evaluation of California Register eligibility closely follows the seven aspects of integrity that apply to the National Register (listed above).

Local

South Lake Tahoe General Plan

The Natural and Cultural Resources Element of the South Lake Tahoe General Plan includes the following goals and policies to protect archaeological, historic, and cultural resources.

> **Goal NCR-4:** To preserve and maintain sites and structures that serve as significant, visible connections to South Lake Tahoe's social, cultural, and architectural history.
>
> ***Policy NCR-4.1: Significant Site Preservation.*** The City shall preserve sites of historical, cultural and architectural significance within the city, consistent with the Secretary of the Interior Standards for Treatment of Historic Properties.
>
> ***Policy NCR-4.2: Historic Landmark Designation.*** The City shall designate structures or sites having special character or special historic, architectural, or aesthetic interest or value as local historic landmarks. The City shall protect local historic landmarks from demolition and inappropriate alterations, and develop criteria for evaluating the appropriateness for sites or structures to be designated as local historic landmarks, and provide incentives for preservation of local historic landmarks.
>
> ***Policy NCR-4.3: Archeological Investigations.*** The City shall require archeological investigations for all applicable discretionary projects, in accordance with CEQA regulations, for areas not previously surveyed and/or that are determined sensitive for cultural resources (e.g., undeveloped parcels near water features). The City shall require the preservation of discovered archeologically significant resources (as determined based on TRPA, state, and federal standards by a qualified professional) in place if feasible, or provide mitigation (avoidance, excavation, documentation, curation, data recovery, or other appropriate measures) prior to further disturbance.
>
> ***Policy NCR-4.5: Human Remain Discovery.*** The City shall require/condition projects and other ground disturbance activities to notify the City if human remains are discovered and halt work. The County Coroner will be notified according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Tahoe Regional Planning Authority Code of Ordinances

South Lake Tahoe does not have its own set of local designation criteria. Rather, Municipal Code section 6.10.120 (Building Design) refers to the TRPA Code of Ordinances Chapter 29 for the process of review related to historic resources. Chapter 29 has been superseded by Chapter 67: Historic Resource Protection.

The TRPA has adopted criteria similar to those including in the National and California registers related to association with events, people, and design. Specifically, Chapter 67.6 of the TRPA Code of Ordinances states:

> *Sites, objects, structures, districts or other resources, eligible for designation as resources of historical, cultural, archeological, paleontological, or architectural significance locally, regionally, state-wide or nationally, shall meet at least one of the criteria provided below.*
>
> 1. *Resources Associated with Historically Significant Events and Sites*
>
>   *Resources shall exemplify the broad cultural, political, economic, social, civic, or military history of the region, the states, or the nation, or be associated with events that have made a significant contribution to the broad patterns of history, including regional history. Such resources shall meet one or more of the following criteria:*
>
>   A. *Association with an important community function in the past;*
>
>   B. *Association with a memorable happening in the past; or*
>
>   C. *Contain outstanding qualities reminiscent of an early stage of development in the region.*
>
> 2. *Resources Associated with Significant Persons*
>
>   *Resources that are associated with the lives of persons significant in history, including regional history, such as:*
>
>   A. *Buildings or structures associated with a locally, regionally, or nationally known person;*
>
>   B. *Notable examples, or best surviving works, of a pioneer architect, designer, or master builder; or*
>
>   C. *Structures associated with the life or work of significant persons.*
>
> 3. *Resources Embodying Distinctive Characteristics*
>
>   *Resources that embody the distinctive characteristics of a type, period, or method of construction that possess high artistic values or that represent a significant and distinguishable entity but whose components may lack individual distinction. Works of a master builder, designer, or architect also are eligible. Resources may be classified as significant if they are a prototype of, or a representative example of, a period style, architectural movement, or method of construction unique in the region, the states, or the nation.*
>
> 4. *State and Federal Guidelines*
>
>   *Archeological or paleontological resources protected or eligible for protection under state or federal guidelines.*
>
> 5. *Prehistoric Sites*
>
>   *Sites where prehistoric archaeological or paleontological resources that may contribute to the basic understanding of early cultural or biological development in the region.*

Cultural Context

Pre-contact Setting

The project site is located in the vicinity of two archaeological complexes: the Martis Complex (4,000 to 1,500 years before present [B.P.]) and the Kings Beach Complex (1,500 to 150 B.P.). Initial characterizations of the Martis Complex highlighted a preference for basalt in the production of bifaces and large, roughly chipped, heavy projectile points that are variable in form; basalt drills; the rare use of chert and obsidian for tool production; the use of the mano and metate; and an economy that appeared to emphasize hunting of large game. The Martis Complex may be connected to cultures in Central California and the Great Basin, but may represent a widespread cultural pattern along the western slopes of the Sierra Nevada. Initial characterizations of the Kings Beach Complex highlighted a preference for obsidian in the production of small projectile points; the rare use of basalt; an absence of drills; the use of bedrock mortars; and an economic emphasis on seed processing and fishing. At about 1,500 B.P. (before present), changes in technology and subsistence and settlement strategies indicate the decline of the Martis Complex and the emergence of the Kings Beach Complex. Early King Beach (1,300–700 B.P.) is thought to represent the initial phase of the Washoe ethnographic pattern.

Ethnographic Setting – Washoe

The project site is located on the ancestral lands of the washoan-speaking, a branch of the Hokan language, Washoe (or Washo) people, near areas ethnographically associated with the *Wel mel it*.[56] Their territory from time immemorial is bordered by the steep Sierra Nevada Mountains to the west, Honey Lake to the north, the Pine Nut Mountains and Virginia Mountain range to the east, the Sonora Pass to the south, and at the heart is Lake Tahoe.[57] Lake Tahoe or *Da ow a ga* is considered by the Washoe to be the center of their world, for it "breaths life" in the surrounding ecosystems and people.[58] Numerous tributaries flow throughout their territory; in particular, the Upper Truckee River flows through the Plan Area. The Washoe, a Great Basin people, are categorized into subgroups or bands that are characterized by slight differences in language, customs, and geography. These subgroups include the northern *Wel mel ti*, the eastern *Pau wa lu*, and the southern *Hung a lel ti*.[59,60] Although their habitation settlements were historically concentrated within their 4,000 square mile territory, the Washoe transversed an estimated 10,000 to 13,000 square miles during seasonal explorations west into the California Central Valley, south to Mono Lake, and east along several rivers in Nevada to Pyramid Lake and Walker Lake.[61,62,63] The Washoe population estimates of the mid-19th and mid-20th centuries ranged from approximately 500 to 1,500.[64] Traditionally, the Washoe lived in small autonomous egalitarian local communities that were led at times by an informal or elected male or female *detumu* ("the one in front"), who, during instances of violence, co-led with a war leader.[65] Regional communities, which were comprised of multiple local communities existed throughout the territory. The local communities were comprised of family units that established permanent winter settlements and

[56] Washoe Tribe of Nevada and California 2009.
[57] Washoe Tribe of Nevada and California 2009.
[58] Washoe Tribe of Nevada and California 2009.
[59] D'Azevedo 1986.
[60] Washoe Tribe of Nevada and California 2009.
[61] D'Azevedo 1986.
[62] Davenport 2019.
[63] USFS, n.d.
[64] D'Azevedo 1986.
[65] D'Azevedo 1986.

temporary seasonal mobile camps in the valleys and mountains.[66] Shared areas and corridors existed for not only the Washoe, but also neighboring tribes such as the Paiute and Maidu.[67,68]

Economically, the Washoe engage in hunting, fishing, and gathering. Their territory encompassed open valley meadows and marshland, foothills, and mountain environments that contained a wide variety of resources. Of these resources, the pronghorn antelope, mule deer, mountain sheep, white-tailed jackrabbit, cottontail, snowshoe hare, other small mammals, trout, Tahoe suckers, Lahontan tui chub, mountain whitefish, various non-predatory or scavenging bird species, insects, honey, the piñon nut, acorn, and a variety of berries, mushrooms, bulbs, roots, grasses, leafy plants, and seeds were utilized for consumption, medicinal, and utilitarian purposes.[69,70] Hunting strategies and weaponry included the use of blinds and deer disguises and the bow and arrow with basalt, chert, flint, and obsidian projectile points.[71] The Truckee River and Lake Tahoe were major year-round fisheries with desirable locations for villages and camps. Long nets, snares, traps, or the bow and arrow were used to collect small mammals and birds. Spears, bone fishhooks, harpoons, nets and basketry, dams, weirs, and fish traps were used for fishing. The art of twining and coiled basketry was highly important as their products were used in ceremonial practices, food preparation, water and food storage, cradle construction, and other activities. Traditionally, willow rods, willow sewing and twinning elements, fern, bracken root, and redbud bard were used.[72,73] Traditional multigeneration and unique marker designs were used. The production of baskets, especially by the southern Washoe, intensified as the demand by settlers increased during the late 19th and 20th centuries.

Washoe lifeways were not directly affected by the earliest historic-period activities in California and Nevada. However, By the 1850s and 1860s, thousands of outsiders, including fur trappers, explorers, and those migrating west, had moved through their territory to reach California.[74] At the same time, Central Pacific Railroad laborers, ranchers, miners, and other settlers within the territory restricted Washoe peoples' use of traditional lands and resources. These newcomers brought diseases and violence that impacted some communities. Although their settlement, subsistence, cultural, and religious practices were profoundly disrupted by the loss of lands and extreme pressures to assimilate, many traditional customs persist among the Washoe people today. They are strongly represented by a variety of organizations, such as the federally recognized Washoe Tribe of Nevada and California (Carson Colony, Dresslerville Colony, Woodfords Community, Stewart Community, & Washoe Ranches).[75] Under the Indian Reorganization Act of 1934, the Washoe began to form a tribal government and called themselves the Washoe Tribe of Nevada and California. In 1937, the tribe adopted a constitution and laws and was recognized as a formally organized tribe. They are committed to the preservation of their culture and language, the protection of sites and objects, and stewardship of over 10,000 square miles of ancestral territory in California and Nevada, including nine counties, six national forests, and four Bureau of Land Management districts.

[66] Washoe Tribe of Nevada and California 2020.
[67] D'Azevedo 1986.
[68] Davenport 2019).
[69] Barrett 1917.
[70] D'Azevedo 1986.
[71] Henton and Markley 1985.
[72] Barrett 1917.
[73] Washoe Tribe of Nevada and California 2009.
[74] Davenport 2019.
[75] USBIA 2022.

Historic Era Context

Exploration and Access

The following general historical summary of the area is excerpted from the South Lake Tahoe General Plan:[76]

> *Euroamerican contact with Native American groups living in coastal areas and the Central Valley of California began during the last half of the 18th century. The Spanish period in California lasted from about 1769 to 1821. This was a time when the Spanish missions dominated lives of both the Spanish and the Native Americans in those areas in California. However, the effect of the Spanish on the Washoe has not been documented. The Mexican Period (ca. 1821–1848) in California is an outgrowth of the Mexican Revolution, and its accompanying social and political views affected the mission system. Spanish exploration of the Central Valley did not begin until the late 1700s, and the eastern edges of the Central Valley and the Sierra Nevada were not explored until the early 1800s. In 1808 Gabriel Moraga explored the Mokelumne, Cosumnes, and American rivers, passing near modern-day Folsom. Subsequent exploration of the general area is credited to mountain men such as Jedediah Smith, who crossed the Sierra Nevada into California in 1826. Smith traveled along the American, Sacramento, and Cosumnes rivers and also probably passed through current Pleasant Valley. Other explorers such as Ewing Young, Joseph Walker, John Fremont, and Christopher "Kit" Carson soon followed Smith. In 1844, Fremont crossed the Sierra Nevada near Lake Tahoe and descended the west slope in proximity to the American River, which he eventually followed to Sutter's Fort. Many of the trails used by these early explorers and subsequent immigrants were not newly discovered routes, but rather Native American trails that were already in use.*
>
> *Early explorations of the Sierra Nevada and its flanks were soon followed by groups of immigrants moving west. The first of these immigrant groups was the Bartleson-Bidwell party that crossed the Sierra Nevada in 1841 and followed the Stanislaus River into the Central Valley. The Joseph Chiles and Joseph Walker parties followed the crossing of the Sierra Nevada by the Bartleson-Bidwell party in 1843. Chiles crossed the Sierra Nevada following the Malheur and Pit rivers into the Central Valley and then traveled south along the Sacramento River. Walker, however, traveled south along the eastern front of the Sierra Nevada to Walker Lake where he crossed into Owens Valley and eventually the Central Valley using what is now known as Walker's Pass. Subsequently, in 1844 the Stevens-Murphy party crossed the Sierra Nevada and probably is the first immigrant group to enter California via the Truckee and Bear rivers. Subsequently, the Gold Rush in 1849 dramatically increased the numbers of immigrants passing through the Lake Tahoe Basin to reach the gold fields in California.*
>
> *At the end of the 19th century and beginning of the 20th century, there was a growing demand for roads that linked local communities and also California and Nevada. Initial road construction generally followed immigrant trails and other routes used by overland stage traffic and the Pony Express. One such road connecting Placerville and Nevada was constructed near the location of South Lake Tahoe. This road eventually became Placerville Road. The passage of the State Highways Act in 1909 authorized the creation of a highway network within states and linking adjoining states. The Placerville Road*

[76] City of South Lake Tahoe, *General Plan Update, Draft Environmental Impact Report,* prepared by PMC, September 2010 (SCH: 2009092049), 4.10-6 – 4.10-7, https://cityofslt.us/DocumentCenter/View/15125/General-Plan-Draft-Environmental-Impact-Report?bidId=.

was incorporated into the developing highway system. Subsequently in 1913, the Placerville Road was incorporated into the intercontinental Lincoln Highway system. The Federal Aid Highway Act of 1925 created our current system of numbered interstate highways and the Lincoln Highway became US Highway 50. The City of South Lake Tahoe was incorporated in 1965 by combining the previously unincorporated communities of Al Tahoe, Bijou, Bijou Park, Stateline, Tahoe Valley, and Tallac Village.

Early Recreation

The majority of land within the Lake Tahoe Basin (upwards of 70 percent) is owned or managed by federal or state governments.[77] These lands are part of the U.S. Forest Service (Forest Service) or are units of the California or Nevada State Parks systems. This large proportion of public land ownership is the result of more than a century of active land acquisition and conservation efforts that began at the close of the 19th century as a response to clear-cutting and other destructive logging practices.[78] The Forest Service established its first ranger station in the Lake Tahoe basin in 1911. The first state park (no longer extant) in the area was opened in 1927 near Tahoe City, followed the next year by D. L Bliss State Park further south.[79]

At the same time, winter recreation areas began to open near Lake Tahoe. In 1910 a wooden ski jump, presumably the first in the United States, and toboggan lift was installed near Truckee. It was called "Winter Sports Hill" and eventually "Hilltop."[80] The winter carnival and sports exhibitions near Truckee drew people from all over the California and Nevada areas through the 1920s. A second ski jump was built near Tahoe City in 1928. It was called "Tahoe Tavern." Soon thereafter, enthusiasts constructed an "Olympic-caliber hill" just a mile away from the Tahoe Tavern. This new ski hill hosted the 1932 Winter Olympic tryouts.[81] By the 1930s, rope tows made accessing the tops of ski slopes much easier.[82] The first in the basin were installed at what is now the Sugar Bowl Resort when it opened in 1939.[83]

Immediately after the war, a series of ski resorts opened all along the basin's western half: Sierra-at-Tahoe (1946), Palisades Tahoe (formerly Squaw Valley, 1949), Heavenly (1955), plus many smaller resorts. When Palisades Tahoe won the bid to host the 1960s winter Olympics Games, the Lake Tahoe Basin's reputation as a world-class recreation center was solidified.

1960 Winter Olympic Games

When Palisades Tahoe was chosen as the site for the 1960 winter Olympics, the area lacked major infrastructure to support such a large event. While the original ski resort opened in 1949, it did not yet have sufficient facilities to host an Olympic Games.[84] To prepare, the Squaw Valley Development Corporation had to construct roads, bridges, administrative buildings, hotels, restaurants, not to mention

[77] Tahoe Fund, "Tahoe's Environmental History," accessed May 20, 2025.
[78] Tahoe Fund, "Tahoe's Environmental History."
[79] Tahoe Fund, "Tahoe's Environmental History."
[80] Judy DePuy, "History: Truckee's Hilltop and Its Future," *Sierra Sun,* January 23, 2023, https://www.sierrasun.com/news/history-truckees-hilltop-and-its-future/.
[81] "Sierra Heritage: History of California Skiing," Tahoetopia.com, accessed May 20, 2025, https://tahoetopia.com/news/sierra-heritage-history-california-skiing.
[82] Dino Vournas, "A Look at Lake Tahoe's Ski History, as Sugar Bowl Turns 80," *San Jose Mercury News,* November 7, 2019. https://www.mercurynews.com/2019/11/06/a-look-back-at-lake-tahoes-sugar-bowl-as-it-turns-80/.
[83] Sugarbowl, "Skiing Happy Since 1939," accessed May 20, 2025, https://www.sugarbowl.com/history.
[84] Palisades Tahoe, "History Runs Deep," accessed May 20, 2025, https://www.palisadestahoe.com/explore/our-history.

lifts, ski runs, and facilities needed to actually host the events.[85] This preparation involved numerous agencies and private entities and included completion of Highway 80, which was still under construction when the successful bid was announced.

> *These Olympic Games were the first to be televised and the first to use instant replay. They also introduced the world to Lake Tahoe, the Sierra Nevada mountains, and the history of the area. Following the games, the region experienced a 30-year period of sustained growth and development, primarily as a recreational and tourist destination.*[86] *More importantly, it transformed the area from a summer designation to a year-round destination. Construction boomed for decades but often with little oversite.*
>
> *Placer County, however, was unprepared to deal with the period of rapid growth that followed the 1960 Olympics. Large projects like high-rise casinos and the Tahoe Keys, which was built on the biggest filtration meadow in the basin, went in without any environmental analysis. In the 45 years since the Winter Games, the number of homes in the basin has increased five-fold, from around 7,000 in 1960 to 35,500 in 2000, according to Antonucci and the Tahoe Regional Planning Agency. The lakewide population has had even a bigger jump, growing from around 3,000 to 63,000 during the same period of time.*[87]

One of the answers was creation of the TRPA, a bi-state agency authorized by Congress to manage growth and development in the watershed.[88]

Lake Tahoe Airport Development

El Dorado County purchased the first tracts of land for the Airport in 1957 from the Kyburz family who used the land for cattle and sheep ranching.[89] The early surveys were conducted in 1957 and identified a floodplain around the Upper Truckee River located just two miles from the south shore of Lake Tahoe. Planning efforts were catalyzed after the area was awarded the 1960 Winter Olympic games. This included selection of Charles Luckman Associates to prepare a Master Plan to guide airport development.[90] However, runway construction began concurrently with planning efforts. When the Tahoe Valley Airport opened on August 1, 1959,[91] it opened with no master plan document. Reports from the September 1959 dedication note that "Luckman had been operating under quite a handicap in trying to plan an airport which was already under construction.[92] That construction was facilitated with assistance from the Federal Aid to Airports Program and resulted in a 5,900-foot-long, 100-foot wide runway.[93] In spite of the airport having no night lighting, no air traffic control tower, and no hangars, the plan was for

[85] Jenny Goldsmith, "2020 Hindsight: Looking Back on 100 Years of Historical Events at Lake Tahoe," *Tahoe Daily Tribune,* February 27, 2020.

[86] "45 Years Later – Lake Tahoe Feels Ripples of 1960 Games," *The Union,* March 3, 2005, accessed May 20, 2025, https://www.theunion.com/news/local-news/45-years-later-lake-tahoe-feels-ripples-of-1960-games/article_7747cd38-34aa-5673-8d1d-03f99da21355.html.

[87] "45 Years Later – Lake Tahoe Feels Ripples of 1960 Games," *The Union,* March 3, 2005.

[88] Miranda Jacobson, "Taking Lake Tahoe to New Heights: Development History in the Basin," *Sierra Sun,* December 27, 2022, accessed May 20, 2025, https://www.sierrasun.com/news/taking-lake-tahoe-to-new-heights-development-history-in-the-basin/.

[89] Lake Tahoe Airport, "History of Lake Tahoe's Airports," October 18, 2018, 2, https://cityofslt.us/DocumentCenter/View/12754/10182018_AIRPORT-HISTORY.

[90] "History and Reason for Lake Tahoe Airport Master Plan Listed," *Tahoe Sierra Tribune,* October 22, 1959, 4.

[91] "History of Lake Tahoe's Airports," 2.

[92] "Airport Manager Operator Term Master Plan as Not Realistic," *Tahoe Daily Tribune*, September 3, 1959.

[93] Promotional brochure, August 1963.

it to sustain 24-hour operations in time for the Olympics in February 1960.[94] Indeed, the airport recorded 1,170 flights in November 1959, justifying the need for an airfield to serve the area.[95]

From the beginning, El Dorado County, who operated the Airport, sought support from local businesses (casinos) and the federal government to expand Airport facilities.[96] The process was often slow and piecemeal, proceeding through perpetual master planning efforts. Throughout the 1960s local newspapers discussed the need for an updated master plan, for creation of a new master plan, contracts for master plans, and overall construction of permanent facilities.[97] Still, the early years were primarily guided by the Luckman master plan, which included recommendations for development of permanent commercial and terminal facilities on the east side of the runway.[98] This was never realized and through 2025, no construction beyond necessary security fencing and navigation aids have been placed east of the runway.

By 1960, the Airport was serviced by a temporary terminal (at the site of the present terminal) and a permanent, rectangular hangar at the north end of the runway, near the present-day north hangars.[99] The temporary terminal was long and narrow, measuring 120-feet by 20-feet and consisted of prefabricated structures moved to the site.[100,101] In 1962, the runway was extended to 8,540 feet and a fire and rescue building was constructed at the end of the runway.[102] Shortly thereafter, a larger hangar was added to the north end of the runway (extant).[103,104] With a longer runway, the Airport could handle more and larger planes. This brought new urgency to the need for a permanent air traffic control tower. In 1964, the Airport recorded more than the minimum 24,000 flights per year required to qualify for FAA air traffic control.[105] By the fall, the Airport was awarded funding from the FAA to both construct and staff a control tower, located on the west side of the runway.[106,107] With a proper tower and a longer runway in place, calls for construction of a proper, permanent terminal were renewed. By January 1965, designs for a terminal building were being presented to the public but no further action was taken.[108] The delay in approval of a terminal seems to stem from issues around financing construction.[109,110]

[94] "Airport Work Reprogramming Approved; Lights, Beacons scheduled for November 15," *Tahoe Mountain Tribune*, August 27, 1959.

[95] "1170 Operations Reported for Moth at Tahoe Airport," *Tahoe Mountain Tribune*, December 1, 1959.

[96] "History and Reason," October 22, 1959.

[97] The Lake Tahoe Airport has two scrapbooks of newspaper clippings that informed this statement. While most clippings are dated, many lack references to a specific publication. It is assumed that most are attributed to the *Tahoe Sierra Tribune* or the *Tahoe Daily Tribune*.

[98] "History and Reason," October 22, 1959.

[99] "The Lake Tahoe Airport," *Tahoe Realty News*, May 1, 1960.

[100] "The Lake Tahoe Airport," *Tahoe Realty News*, May 1, 1960.

[101] "County Seeks Lease-Back Offers for Tahoe Airport Terminal," Placerville *Mountain Democrat*, April 4, 1968, A3.

[102] "FAAP's at Tahoe, Too," promotional brochure, August 1963.

[103] The dating of this hangar is based on comparisons of a 1962 aerial photograph where no such hangar is shown and a 1964 newspaper photo depicting the hangar in operations prior to construction of the control tower.

[104] In June 1963, Bridgeford Flying Services was under a lease agreement to construct a hangar at the airport. An article from that time noted that it had yet to comply. Based on the dimensions and construction described, this hangar may be Hangar 1. "Airport Terminal Proposal Rejected by Supervisors," *Tahoe Daily Tribune*, June 11, 1963, 1.

[105] "FAA Tower at Tahoe Easily Justifies its Construction, "*Tahoe Daily Tribune*, November 4, 1965, 12.

[106] "FAA Tower," *Tahoe Daily Tribune*, November 4, 1965.

[107] "Nearing Completion," *Tahoe Daily Tribune*, October 5, 1964.

[108] "Proposed Terminal," *Tahoe Daily Tribune*, January 26, 1965.

[109] "Airport Terminal Proposal Rejected," *Tahoe Daily Tribune*, June 11, 1963, 1.

[110] "Supervisors See Big Future for Airport," *Tahoe Daily Tribune*, July 1, 1965.

From the beginning, development and construction of the Airport was undertaken through grants or money generated by the Airport. El Dorado County did not dedicate substantial tax dollars toward its operation or development. When the City of South Lake Tahoe incorporated in 1965, the County immediately began discussions with the City to take over the Airport.[111] Discussions over ownership and operation of the Airport included conversations regarding the updates already needed to the six-year old facility: a permanent terminal and widening of the runway.[112]

In 1967, the Airport master plan was revised to include updated facility requirements for a new terminal as well as recommendations to expand the runways to handle 727 jets.[113] This master plan was prepared by engineer Reinhard Brandley of Sacramento.[114] Meanwhile, talks between the County and the City continued and the County secured $1.1 million to fund these needed improvements through assistance by the State of California as well as with donations from local casinos.[115] With a plan for funding for a runway expansion, the terminal project became the prime focus.

The County decided to finance the terminal through a lease-back program whereby a developer would pay for the construction and the Couty would lease the terminal over a set period of time. It was presumed that rental income from commercial spaces in the terminal would cover the lease payments, thus negating the requirement for tax-payer funding. Various bids for the terminal were submitted. In 1968, 19 proposals were submitted with International Aviation Facilities, Inc. (IAF) providing the preferred proposal.[116] Shortly after, a rendering of an A-frame design was proposed.[117]

The runway expansion was dedicated in October 1968, but only a few months after announcing the winning proposal from IAF, progress on the terminal design was stymied. At the time, the issue was reported to be "trouble coming up with an architectural design acceptable to local agencies who want it to be compatible with the Tahoe Area."[118] At the same time, other reports noted that the County wanted to formalize a handoff to the City prior to undertaking the terminal project.[119] This second justification for delay seems to be the more accurate, as shortly thereafter in June 1969,[120] plans were drawn up for the current terminal showing a design that was remarkably similar to the rendering published in August 1968.[121]

Construction on the terminal began in early 1970 after removal of the temporary terminal building. It was constructed by Gil Construction of Pacheco[122] at a cost of approximately $800,000, with structural engineering design by AV Colosi and Associates of Oakland.[123] After years of waiting for a permanent terminal, the final completion and dedication of the building was further delayed as disputes over the

[111] "City Asked to Take Over Tahoe Airport Operation," *Tahoe Daily Tribune*, December 2, 1965.
[112] "Should City Take Over Lake Tahoe's Airport," *Tahoe Daily Tribune*, January 6, 1966.
[113] *"*County Orders Updated Master Plan for Tahoe Airport," *Placerville Mountain Democrat*, October 12, 1967, 1.
[114] "County Orders," *Placerville Mountain Democrat*, October 12, 1967.
[115] "County Receives Money for Tahoe Airport Runway Project," *Placerville Mountain Democrat*, July 20, 1968, 1.
[116] "County Considering Lease-Back for New Tahoe Airport Terminal," *Placerville Mountain Democrat*, August 1, 1968, 1 & 3.
[117] "A-Frame Plus," *Placerville Mountain Democrat*, August 8, 1968, 41.
[118] Ceremonies Friday Will Re-Open Tahoe Airport," *Placerville Mountain Democrat*, October 24, 1968, 12.
[119] "A-Frame Plus," *Placerville Mountain Democrat*, August 8, 1968, 41.
[120] "Architect for Tahoe Air Terminal," *Placerville Mountain Democrat*, February 13, 1969, 3.
[121] "Structural Plan," prepared by *AV Colosi and Associates*, dated June 16, 1969, on file with the Lake Tahoe Airport.
[122] "Contract Let for Tahoe Airport Terminal Building," *Placerville Mountain Democrat*, August 7, 1969, 27.
[123] "Architect for Tahoe," *Placerville Mountain Democrat*, February 13, 1969.

funding and financing model for terminal construction festered between county supervisors.[124] Regardless, the terminal finally opened to the public in July 1970.[125]

When the terminal opened in 1970, the Airport facilities consisted of the terminal building at the half-way point of the runway, a grouping of three hangars at the north end of the runway (a roughly square hangar, a short and wide rectangular hangar, and a long, narrow rectangular hangar), and an air traffic control tower located between the terminal and the hangars.[126] By 1973, there was also a small maintenance facility just south of the terminal (part of the current maintenance building) as well as the Fixed-Base Operator building north of the terminal and another square-plan hangar at the north end of the runway.

Then, in 1982, the City assumed control of the Airport and further expansion took place. By 1987, the parking lot was graded and paved and the maintenance building was expanded slightly to the west. After that the most substantial additions to the Airport were construction of the south hangars in 1994.[127,128] Other smaller modifications include installation of the helicopter operator's building (between 1998 and 2004), removal of several hangars at the north end of the runway (between 2004 and 2007) and construction of a new hangar at the north end of the runway (between 2007 and 2012.)

Methodology

Records Search

ESA received the results of a records search from the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) on December 18, 2024 (File No. ELD-24-122). The review included the proposed project site and a 0.5-mile radius. Previous surveys, studies, and site records were accessed. Records were also reviewed in the Built Environment Resources Directory and Archaeological Resources Directory for El Dorado County, which contain information on places of recognized historical significance, including those evaluated for listing in the *National Register of Historic Places*, the *California Register of Historical Resources*, the *California Inventory of Historical Resources*, *California Historical Landmarks*, and *California Points of Historical Interest*. The purpose of the records search was to (1) determine whether known cultural resources have been recorded within the proposed project vicinity, (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby sites, and (3) develop a context for the identification and preliminary evaluation of cultural resources.

The NCIC records search indicated that 33 previously recorded archaeological resources are mapped within or within 0.5-mile of the project site. Among these resources, eight are mapped within the project site and three are mapped within 100 feet. The resources recorded within the project site consist of one multi-component site with both pre-contact and historic-era components (P-09-0005817), two historic-era road alignments (P-09-004529; P-09-004537), two historic-era refuse scatters (P-09-004332; P-09-004535), a historic-era campsite (P-09-005814), and a historic-era fence (P-09-005816).

[124] "No Water – But Tahoe Airport Terminal Opening on Weekend," *Placerville Mountain Democrat*, May 21, 1970, 10.
[125] "Old and New," *Placerville Mountain Democrat*, July 16, 1970, 36.
[126] All these buildings, minus the terminal, are shown on a 1969 aerial as viewed in Google Earth.
[127] "Pilots Now Have Place to Store Planes," *Tahoe Daily Tribune*, date unknown.
[128] Architectural Plans, September 1993. On file with the Lake Tahoe Airport.

Architectural Resources

Architectural Resources Survey

ESA conducted an intensive site survey of the entire Airport property on March 20, 2025. At that time, all buildings and built features on the Airport property were photographed and recorded. Original documents and photographs maintained on the Airport property were reviewed and photographed. Additional research was conducted at local archives and through online databases. As a result of the survey and preliminary research, ESA identified two potential historic architectural resources for further evaluation and recordation: the Lake Tahoe Airport and the Lake Tahoe Airport Terminal. No other individual buildings or features of the Lake Tahoe Airport appeared to warrant individual recordation and evaluation after completing the initial round of archival research.

Historic Architectural Resources Analysis

ESA evaluated both the Lake Tahoe Airport and the Lake Tahoe Airport Terminal for eligibility for listing in the California Register and as a local historic resource as defined by the TRPA. The results of that analysis are found in **Appendix C**. The following summarizes those findings.

As a complex, the Lake Tahoe Airport is recommended ineligible for listing on the California Register or as a local historic resource as defined by the TRPA. The complex was developed over an approximately 60 year period and does not reflect a single unified architectural plan, nor does it reflect a cohesive master plan. It does not appear to have had a historically significant role in regional development, nor does it have an association with important historical events. No historically significant individuals are associated with the Airport. Also, it does not appear to provide potential for informing the greater understanding of Airport construction.

The Lake Tahoe Terminal Building (Terminal) is recommended individually eligible for listing on the California Register under Criterion 3 for its application of the regionally significant A-frame design to a commercial building. While the building has been modified, including interior reconfiguration and alterations to the fenestration pattern on the primary (west) façade, it retains sufficient integrity for listing in the California Register. As such, it is also recommended eligible for local listing under Criterion 3.

The character-defining features of the Lake Tahoe Airport Terminal are those features that exemplify its A-frame architecture:

- A-shaped roof/wall truss system;
- Deep, overhanding eaves on the central A-frame mass and faux-mansard parapet on the wings;
- Symmetrical wings that vary in height according to the terrain of the site;
- Large glazing configurations extending across entire façades (east and west);
- Expansive decks on east walls;
- Siting parallel to both the east mountains and runway;
- Modest gabled dormer windows on the north and south roof planes;
- Concrete knee walls no more than two-thirds the height of the first story; and

- Open framing of the A-frame peak, visible from the interior; and\
- Views through the building to the mountain and wooded setting to the east.

The Lake Tahoe Airport Terminal qualifies as a historical resource for the purposes of CEQA.

Archaeological Resources

Cultural Resources Survey

An ESA archaeologist completed a pedestrian surface survey of the Airport property on May 19, 2025. The archaeological survey included all accessible and unpaved areas within the fenced runway and Airport area, and targeted survey of the locations of known cultural resources outside of the fence that are within the Airport's property boundary.

During the pedestrian survey the previously recorded resources were revisited and documented. No new archaeological resources were identified during the survey.

ESA evaluated the California Register eligibility and historic resource designation under TPRA's ordinances of these resources as documented in the Archaeological Resources Inventory Report prepared for this analysis.[129] As a result of these evaluations, all historic-era archaeological resources, including two roads/trails (P-09-004529, P-09-004537), four refuse scatters (P-09-004332, P-09-004535, P-09-005815, and the historic-era component of P-09-005817), the remains of a summer camp (P-09-005814), a fence segment (P-09-005816) were recommended as not eligible for the California Register and not eligible as a historic resource under TPRA's ordinances.

The pre-contact component of P-09-005817 consists of two bedrock milling features, each with one mortar cup. This resource is recommended to be treated as eligible for the California Register and as a historic resource under TRPA's ordinances for this project. Therefore, P-09-005817 is considered a historical resource under CEQA.

Archaeological Sensitivity Assessment

The underlying geology at the area consists of Holocene-age flood plain deposits in the area where the runway and terminal are located and Pleistocene-age glacial tell and lacustrine terrace deposits on the upland areas on the western and eastern edges of the Airport property.[130] Because the Airport runway was constructed on a floodplain and the alignment of the Upper Truckee River was diverted east, soils within the fenced portion of the Airport's property that includes the runway, hangars, and terminal are located on artificial fill and soils brought deposited to elevate the Airport. The alignment of the Upper Truckee Creek to the east of the runway is entirely artificial. Prior to construction of the Airport, this area was a braided channel that meandered throughout the entire riparian corridor. Soils along the eastern edges of the Airport boundary appear to not have been significantly disturbed by construction of the Airport. Soils in this area consist of Gefo gravelly loamy coarse sand and Ubaj and Jabu series sandy loams.[131]

[129] Sims, Ashleigh, *Tahoe Airport Master Plan*, Archaeological Resources Inventory Report. Confidential report on file at City of South Lake Tahoe, June 2025.
[130] Saucedo 2005.
[131] USDA 2025.

Due to the significant level of disturbance and the placement of artificial fill, the fenced portion of the Airport property and the area between the Airport fence and the eastern bank of the Upper Truckee River, has a very low sensitivity for buried pre-contact archaeological resources. The very eastern and northeastern edge of the Airport property has some potential for buried archaeological resources. This area also appears to have not been impacted by construction of the Airport. Therefore, undisturbed portions of the eastern and northeastern edge of the Airport property have a moderate potential for pre-contact archaeological resources. The proposed project does not include ground disturbing components in these areas.

Impact Analysis

Topic a

Within the project site there is one historical resource, the Lake Tahoe Airport Terminal. This building is located between the parking lot along Lisa Maloff Way and the apron on a site that sloped such that the main entrance is at the second floor, while apron access is at the first floor. The project proposes several actions that are located in the vicinity of the Terminal. This includes replacement/reconstruction of the existing GSE facility located south of the Terminal and construction of a new multi-story parking structure in the location of the current parking lot. The project also includes one action that occurs within the Terminal: relocation of the Airport's main electrical control system from inside the Terminal to a separate electrical vault located just south of the Terminal. All other proposed actions are located at the north or south ends of the runway or otherwise are not in the immediate vicinity of the Terminal.

The Terminal is recommended eligible for the California Register under Criterion 3 for its architectural design. Construction of a new parking multi-story parking garage would alter the setting in which the Terminal currently exists by introducing a new building that would limit views of the forest and mountains to the west. However, this alteration of the setting would not remove any character-defining features of the Terminal as noted above. Similarly, replacement of the GSE building with a new building would not remove or otherwise modify any character-defining features of the architectural design.

Relocation of the electrical control system from the Terminal interior to a new, separate, exterior electrical vault would require internal modifications to the Terminal. However, the interior of the building has been modified extensively since it was constructed in 1970. Those remaining interior character-defining features associated with public spaces include open peak framing and views to the east. Neither of these features are associated with the electrical operation of the building or the Airport and neither would be altered by moving the electrical controls outside the building.

Therefore, implementation of the proposed project would not alter character-defining features of the Terminal to a degree that the building would lose its ability to adequate convey its historical significance. All work associated with the proposed project is either not associated with the Terminal or does not alter features of the Terminal that are part of its significance for architectural design. Therefore, the impact would be **less than significant**.

Topic b

This section discusses archaeological resources, both as historical resources according to CEQA Guidelines Section 15064.5, as well as unique archaeological resources, as defined in California Public Resources (PRC) (CEQA) Section 21083.2(g). A significant impact would occur if the project would

cause a substantial adverse change to an archaeological resource through physical demolition, destruction, relocation, or alteration of the resource.

Based on the results of the records search, background research, pedestrian survey, resource evaluation, and archaeological sensitivity assessment, one archaeological historical resource was identified on the Airport property. The pre-contact component of P-09-005817 consists of two bedrock milling features, each with one mortar cup. This resource is more than 800 feet away from any components of the proposed project, including the landside and airside improvements. Therefore, this resource would not be impacted by the proposed project.

The archaeological sensitivity analysis found that the project area, consisting of the proposed areas where the landside and airside improvements are proposed, has a low potential for encountering archaeological resources. While unlikely, there is the potential for the discovery of buried archaeological resources during ground-disturbing activities. Accordingly, the proposed project shall implement **Mitigation Measure CUL-1, Cultural Resources Awareness Training**, and **Mitigation Measure CUL-2: Inadvertent Discovery of Cultural Resources**, to determine, mitigate, and reduce any potential significant impacts. If any previously unrecorded archaeological resources are identified during proposed project ground-disturbing activities and were found to qualify as a historical resource per CEQA Guidelines Section 15064.5 or a unique archaeological resource, as defined in PRC (CEQA) Section 21083.2(g), any impacts to the resource resulting from the proposed project could be potentially significant. Any such potential significant impacts would be reduced to a less-than-significant level with implementation of **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2**. Therefore, the potential impacts to the significance of archaeological resources would be **less than significant with mitigation incorporated**.

Topic c

Based on the records search and survey results, no human remains are known to exist within the project site. It is possible that human remains would be encountered during construction of the proposed project. Therefore, the possibility of inadvertent discovery cannot be entirely discounted. In the event of the discovery of human remains during project construction activities, implementation of **Mitigation Measure CUL-3, Inadvertent Discovery of Human Remains**, would reduce potential impacts to human remains. Therefore, the potential impacts associated with disturbance of human remains would be **less than significant with mitigation incorporated**.

Mitigation Measures

> **CUL-1: Cultural Resources Awareness Training.** Before any ground-disturbing and/or construction activities, an archaeologist meeting or under the supervision of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (SOI PQS) for Archeology shall conduct a training program for all construction and field personnel involved in project-related ground disturbance prior to such personnel conducting any on-site activities. If a Native American tribe has expressed interest in the project via AB 52 or Section 106-related tribal consultation, they shall be invited to participate in the training program. The training shall outline the general archaeological sensitivity of the area and the procedures to follow if an archaeological resource and/or human remains are inadvertently discovered during project-related activities.

CUL-2: Inadvertent Discovery of Cultural Resources. If pre-contact or historic-era archaeological resources are encountered during project implementation, all construction activities within 100 feet shall halt, and a qualified archaeologist, defined as an archaeologist meeting Secretary of the Interior's Professional Qualifications Standards (SOI PQS) for Archeology, shall inspect the find within 24 hours of discovery and notify the City of Lake Tahoe of their initial assessment. Pre-contact archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (midden) containing heat-affected rocks, artifacts, or shellfish remains; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools (e.g., hammerstones, pitted stones). Historic-era materials might include building or structure footings and walls, and deposits of metal, glass, and/or ceramic refuse.

If the City of Lake Tahoe determines, based on recommendations from the archaeologist and, if the resource is indigenous and a Native American tribe has expressed interest, a Native American tribe, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines Section 15064.5) or a tribal cultural resource (as defined in PRC Section 21080.3) the resource shall be avoided, if feasible. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If avoidance is not feasible, the City of Lake Tahoe shall consult with appropriate Native American tribes (if the resource is pre-contact), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2, and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).

CUL-3: Inadvertent Discovery of Human Remains. In the event of discovery or recognition of any human remains during construction activities, all such activities within 100 feet of the find shall cease until the El Dorado County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if the Coroner determines that the remains are Native American. The NAHC shall then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to USACE for the appropriate means of treating the human remains and any grave goods.

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Energy

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Regulatory Framework

State

State of California Energy Action Plan

The California Energy Committee (CEC) and the California Public Utilities Commission (CPUC) approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies are provided. It also identified policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers.

In 2005, the CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions from the prior two years. At the beginning of 2008, the agencies determined that it would not be necessary or productive to prepare a new energy action plan. This determination was based in part on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, the CEC and CPUC prepared an update that examines the state's ongoing actions in the context of global climate change.

California Global Warming Solutions Act of 2006

In 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006,[132] which focused on reducing greenhouse gas (GHG) emissions in California to 1990 levels by 2020. Under Health and Safety Code Division 25.5, the California Air Resources Board (CARB) has the primary responsibility for reducing GHG emissions in California; however, AB 32 also tasked the CEC and CPUC with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, Governor Edmund G. Brown Jr. signed Senate Bill (SB) 32 and its companion bill, AB 197. SB 32 and AB 197 amended Health and Safety Code Division 25.5 and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030, with provisions to ensure that the benefits of state climate policies reach disadvantaged communities.

[132] California Health and Safety Code, Division 25.5.

Assembly Bill 1279 (California Climate Crisis Act)

Signed into law in September 2022, AB 1279 requires the State of California to achieve two objectives by 2045 or sooner: (1) net zero GHG emissions; and (2) a reduction in statewide anthropogenic GHG emissions of 85 percent below 1990 levels. AB 1279 requires CARB to identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies for GHG removal and carbon capture, utilization, and storage technologies. It is anticipated that the energy sector will have a large role in achieving the AB 1279 emissions reduction goals.

California Integrated Energy Policy

In 2002, the Legislature enacted SB 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs.

The CEC has adopted the 2022 Integrated Energy Policy Report Update, which assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The 2022 Integrated Energy Policy Report covers a broad range of topics, including energy reliability, demand planning, fossil fuel transition, and embedding equity and environmental justice at the CEC, among other issues.[133]

Local

Adopted El Dorado County General Plan

The adopted General Plan provides for long-range direction and policy for the use of land within the county. It provides a mechanism through which the County can focus on the issues of greatest local concern and a basis for decision-making regarding long-term physical development. The following General Plan goals, objectives, and policies related to energy resources are applicable to the proposed project:

Objective 5.6.2: Encourage Energy-Efficient Development

> ***Policy 5.6.2.1.*** Require energy conserving landscaping plans for all projects requiring design review or other discretionary approval.

Impact Analysis

Topic a

Development of the proposed project at the Airport would result in energy use primarily during construction, including fuel consumption by off-road equipment and construction-related vehicle trips. Operational energy use would be minimal and limited to electricity demand from new features such as lighting in the parking structure and electric vehicle (EV) charging stations.

[133] CEC 2023.

The proposed project does not include any elements that would result in an unusually high use of transportation fuel as compared to other or similar developments. The volume of diesel and gasoline fuels that would be consumed during construction were calculated based on the estimated greenhouse gas emissions for the project and the gasoline and diesel CO_2 emission factors from The Climate Registry.[134]

Based on the proposed project's estimated equipment use and construction duration, it is estimated to result in the consumption of a total of approximately 89,710 gallons of diesel fuel and a total of approximately 2,994 gallons of gasoline during the construction period. Fuel use during construction would represent 0.13 percent of diesel and less than 0.1 percent of gasoline sold in El Dorado County in 2023. Therefore, fuel use during construction would be minimal in comparison to the overall usage within El Dorado County.

Operation of the proposed project would comply with CALGreen Title 24 energy efficiency requirements, which would ensure that electricity use associated with the operation of the project would not be wasteful or inefficient. The proposed project would not alter Airport operations, including staffing, flights, or customer activity; therefore, operational emissions would remain unchanged and there would be no change in fuel consumption from vehicles.

For the above reasons, the proposed project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for construction and operation of the project. The proposed project would comply with all existing energy standards, including those established by the County, and would not result in significant adverse impacts on energy resources. For these reasons, the proposed project would be expected to result in a **less-than-significant** impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Topic b

The proposed project would be in compliance with all applicable federal, state, and local regulations regulating energy usage. In addition, energy providers are actively implementing measures to reduce reliance on fossil fuels and to improve energy efficiency. The primary energy provider in the project area is Algonquin Power and Utilities, who generate more than 70 percent of their power from a diverse portfolio of renewable sources.[135] Algonquin Power would be subject to SB 100 and the California's Renewable Portfolio Standard Program. Signed into law by Governor Jerry Brown, SB 100 increased California's Renewable Portfolio Standard target to 60 percent of total electric retail sales by 2030 and requires 100 percent of electric retail sales to come from eligible renewable or carbon-free resources by 2045. Algonquin, as the utility provider, is subject to these requirements. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the impact would be **less than significant**.

[134] TCR 2024.
[135] Algonquin Power 2024.

Mitigation Measures

None required.

References

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Geology and Soils

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VII. GEOLOGY AND SOILS — Would the project:				
a) 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?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Regulatory Framework

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reductions Act (EHRA) (42 U.S. Code Section 7701 et seq.) passed in 1977 and is designed to minimize the risks to lives and properties from future earthquakes and seismic activity on a nationwide scale by installing a hazards reduction program that effectively addresses earthquakes. In this process, the federal government implemented the National Earthquake Hazards Reduction Program (NEHRP). Congress adopted the National Earthquake Hazards Reduction Program Act (NEHRPA) to amend the NEHRP in November 1990 to refine the description of agency responsibilities, program goals, and objectives, and reauthorized the act in 2004.

The mission of the NEHRP is to provide improved understanding, characterization, and prediction of hazards vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; increased mitigation capacity; and accelerated application of research findings. The NEHRPA gives the Federal Emergency Management Agency (FEMA) lead agency status for this program, which

allows FEMA to assign numerous planning, coordinating, and reporting responsibilities. Other agencies affiliated with the NEHRPA include the National Institute of Standards and Technology (NIST), the National Science Foundation (NSF), and the United States Geological Survey (USGS).

National Pollutant Discharge Elimination Permit

The NPDES system was established within the CWA to regulate municipal and industrial point discharges to surface waters of the United States. In California, the State Water Resources Control Board (SWRCB) administers the CWA (33 U.S. Code Section 1301 et seq.) and its associated regulations promulgated by the USEPA (40 Code of Federal Regulations [CFR] Section 122 et seq.) requiring the permitting of stormwater-generated pollution under the NPDES. The SWRCB's jurisdiction is administered through nine regional water quality control boards. Under the federal CWA and the Porter-Cologne Act, an operator must obtain coverage under the General Construction Permit for any construction or demolition activity (i.e., clearing, grading, and excavation) that results in a land disturbance of one acre or more. The General Permit requires the implementation of best management practices (BMPs) to reduce sedimentation into surface waters and to control erosion.

The CWA was amended in 1987 to require NPDES permits for non-point source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of structural and non-structural BMPs. BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (filter strips, grass swales, and detention ponds). One element involving compliance with the NPDES permit is preparation of a SWPPP that addresses the control of water pollution, including sediment, in runoff during construction (see the Hydrology and Water Quality section for more information about the NPDES and SWPPPs).

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act, Public Resources Code (PRC) Sections 2621–2630) is intended to mitigate the effects of surface faulting on structures designed for human occupancy. This law primarily serves to act as a preventive measure for the construction of buildings for human occupancy directly on the surface trace of active faults, but addresses no seismic hazards apart from the hazard of surface fault rapture. In accordance with this Act, the State Geologist is required to establish regulatory zones, known as Earthquake Fault Zones, around the surface traces of active faults and map the designated regions accordingly for all affected cities, counties, and California agencies. If a development is within a designated Alquist-Priolo Earthquake Fault Zone, the affected jurisdiction must require a geologic investigation to prove that the proposed structures would not be constructed across active faults prior to approving any development.

The California Building Standards Commission is responsible for coordinating, managing, adopting, and approving building codes in California. The State of California provides minimum standards for building design through the 2022 California Building Code (CBC) (CCR Title 24). Where no other building codes apply, CBC Chapter 18 regulates excavation, foundations, and retaining walls.

California Surface Mining and Reclamation Act

The California Surface Mining and Reclamation Act (SMARA) (California PRC Section 2710 et seq.) was enacted by the California Legislature in 1975 to regulate activities related to mineral resource extraction. The act requires the prevention of adverse environmental effects caused by mining, the reclamation of mined lands for alternative land uses, and the elimination of hazards to public health and safety from the effects of mining activities. At the same time, SMARA encourages both the conservation and the production of extractive mineral resources, requiring the State Geologist to identify and attach levels of significance to the state's varied extractive resource deposits. Under SMARA, the mining industry in California must plan adequately for the reclamation of mined sites for beneficial uses and provide financial assurances to guarantee that the approved reclamation will actually be implemented. The requirements of SMARA must be implemented by the local lead agency with permitting responsibility for the proposed mining project.

Local

Tahoe Regional Planning Agency Regional Plan

In 1969, Nevada and California established the TRPA with the consent of Congress through a bi-state compact. TRPA is the nation's first environmental organization with land use authority crossing state lines and continues to be unique in the United States. The bi-state compact charges TRPA with establishing a regional plan for the Lake Tahoe Basin with the mandate to achieve environmental standards, called thresholds. Environmental threshold standards set long-term environmental goals for the region. The TRPA Regional Plan outlines actions to attain these thresholds that restore Lake Tahoe while balancing economic and community vitality. The compact gives TRPA authority to enforce the TRPA Code of Ordinances (described below). Goal S-1 of the TRPA Regional Plan seeks to minimize soil erosion and the loss of soil productivity, and features policies that are focused on generally limiting new impervious land coverage and, in particular, prohibiting new impervious land coverage in designated land capability districts, with some limited exceptions. Policy S-1.2 establishes a requirement to prohibit new impervious land coverage in Land Capability Districts 1-3, and a large portion of the Airport is designated as 1B. Policy S-1.2 (C) allows public service facilities within Land Capability Districts 1-3, such as the Airport and the improvements envisioned in the proposed project, pending the following requirements are met:

i. The project is necessary for public health, safety, or environmental protection;

ii. There is no reasonable alternative, which avoids or reduces the extent of encroachment in land capability districts 1-3;

iii. The impacts are fully mitigated;

iv. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey co-efficients; and

v. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.[136]

Tahoe Regional Planning Agency Code of Ordinances

Chapter 33 of the TRPA Code of Ordinances, Grading and Construction, is intended to apply to grading, excavation, filling, clearing of vegetation, or disturbance of the soil, and protection of vegetation during

[136] Tahoe Regional Planning Agency (TRPA), 1987, *Threshold Standards and Regional Plan*, adopted by the TRPA Governing Board June 25, 1987, updated December 12, 2012, amended May 22, 2024.

construction. Section 33.3 provides grading standards as they relate to seasonal weather conditions, discharge requirements, dust control, material disposal, cutting and filling practices, standards for excavation, and standards for the discovery of historic resources. Per section 33.5, the Code of Ordinances also provides additional scheduling requirements for projects presenting special problems with regard to project completion, site development, or water quality management, such as crossings of stream environment zones, major earthworks, or major clearing projects. In this scenario, TRPA may require, as a condition of approval, submittal, and approval of project schedules prior to site disturbance. Changes to the schedules shall be provided to TRPA prior to commencing the activity on the schedule. Lastly, Chapter 60 provides water discharge standards coming from properties in the Lake Tahoe Basin in addition to regulations for domestic, municipal, and industrial wastewater discharge. The Code of Ordinances provides standards for both surface runoff and discharge affecting groundwater.[137]

South Lake Tahoe General Plan

In the City of South Lake Tahoe General Plan, which was adopted on May 17, 2011, the Health and Safety Element provides policy context for the City of South Lake Tahoe to achieve its vision for future health and safety, and includes standards for emergency response and disaster preparedness; fire hazards; seismic and geologic hazards; flooding hazards; avalanche hazards; hazardous materials; airport hazards; and noise. In particular, Policy HS-3.2 calls on the City to promote the upgrade, retrofitting, and/or relocation of all existing critical facilities and other public facilities that do not currently meet building standards and are within areas susceptible to seismic or geologic hazards.[138]

South Lake Tahoe City Code

In the City of South Lake Tahoe City Code, Chapter 7.20 (Grading, Erosion, and Sediment Control) is designed to provide the following regulatory mechanisms:

1. Regulating grading on both public and private property within the city of South Lake Tahoe to safeguard life, limb, health, property, and public welfare;
2. To avoid pollution of watercourses with hazardous materials, nutrients, sediments, or other earthen materials generated on or caused by surface runoff or by aerial deposition of pollutants generated from the permit area on or across the permit area; and
3. To ensure that the intended use of a graded site is consistent with the city of South Lake Tahoe general plan, any specific plans adopted thereto and applicable city of South Lake Tahoe ordinances including the zoning ordinance, flood damage prevention ordinance, environmental review ordinance and applicable chapters of the California Building Code. In the event of conflict between this chapter and state or federal law, this chapter shall prevail unless preempted by the state or federal law. In the event of conflict between this chapter and other chapters of the South Lake Tahoe City Code, this chapter shall prevail.[139]

[137] Tahoe Regional Planning Agency (TRPA), 2012, *TRPA Code of Ordinances*, adopted December 12, 2012, Effective February 9, 2013, amended June 26, 2024.

[138] City of South Lake Tahoe, 2011, South Lake Tahoe General Plan, adopted May 17, 2011.

[139] City of South Lake Tahoe, 2024, *South Lake Tahoe City Code*, Chapter 7.20, Grading, Erosion, and Sediment Control. Current through Ordinance 1192, passed December 10, 2024.

Impact Analysis

Topic a.i

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements that would occur over approximately a 20-year period. Airside improvements would take place within aircraft movement areas that include the runway and taxiway system and the FAA-defined protected areas that encompass them. Landside improvements would take place outside of the main aircraft movement area and include facilities that are used for aircraft storage, aircraft parking, terminal facilities, automobile parking, and airport access. The proposed Airport Master Plan projects are depicted on Figure 7 and are described in the Project Description. Construction activities pertaining to the proposed project would occur primarily on the paved surface of the Airport property and would include limited excavation, grading, and disturbance of unpaved ground surface within the Airport property. The proposed project is intended to improve the safety of existing Airport operations, meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demands. Implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees.

There are two inactive faults located in the Lake Tahoe Basin. The West Tahoe Fault is located to the west of Lake Tahoe, and the other is unnamed. The Airport is not located in any seismic hazard zones regulated under the Alquist-Priolo Earthquake Fault Zoning Act, nor is it located within any special study zones. Thus, this impact would be **less than significant**.

Topic a.ii

As specified in the CBC, the Lake Tahoe Basin is located in Seismic Zone D, which is prone to high seismicity and has the potential to produce intense ground shaking from earthquakes. As a result, buildings constructed in the region are required to build to a standard capable of withstanding Seismic Zone D hazards. Compliance with these regulations helps prevent significant damage and public safety risks during an earthquake.

The City of South Lake Tahoe has adopted the California Building Standards Code, which thereby requires all new buildings, including those included in the proposed project, to withstand the potential seismic hazards within the Lake Tahoe Basin. Accordingly, new buildings constructed under the Airport Master Plan would be built to accommodate the risks of fault rupture and ground shaking. Therefore, this impact is **less than significant**.

Topic a.iii

The Lake Tahoe Basin is located in a mountainous region, with elevations ranging from approximately 6,200 to 11,000 feet. While the region is home to two inactive faults, none of the City of South Lake Tahoe, including the Airport, is located within a Seismic Hazard Zone, as regulated by the California Geological Survey. Therefore, the region surrounding the Airport features a minimal risk of liquefaction or lateral spreading, an additional geological hazard typically associated with areas capable of liquefaction. In addition, the project site is on largely graded and developed land, and the majority of the proposed project components would occur on land that has already been developed. Therefore, this impact is **less than significant**.

Topic a.iv

The Lake Tahoe Basin contains a variety of mountains ranging between 6,200 and 11,000 feet in elevation, and features many areas that are susceptible to landslides. However, the project site is on largely graded and developed land, and the majority of the proposed project components would occur on land that has already been developed. Thus, the potential for landslides to occur within the project site as a result of the proposed project is minimal, and the impact would be **less than significant**.

Topics b through d

The proposed project would involve a series of improvements within the Airport, largely focused on improving and replacing existing facilities, along with some completely new structures. Some of these components (such as the proposed parking garage) would include excavation and land disturbance. However, federal, state, and local standards have been established that would require the project to adhere to several permitting and regulatory conditions. Construction activities disturbing equal to or greater than one acre would be required to apply for an NPDES SWPPP permit, which is regulated by the RWQCB and, as such, necessitates erosion prevention measures for the construction and operation phases of the proposed project. Furthermore, the proposed project would be required to meet the standards provided in Chapter 7.20 of the City of South Lake Tahoe City Code, Grading, Erosion, and Sediment Control. As a result of these actions, this impact would be **less than significant**.

Topic e

The Airport features no septic tanks and the proposed project would not involve the creation of any septic systems or alternative wastewater systems. Therefore, there would be **no impact**.

Topic f

No unique paleontological resources or geologic features are known to occur on the Airport property. Project construction activities would occur primarily on the paved surface of the Airport property and would include limited excavation, grading, and disturbance of unpaved ground surface. While highly unlikely, it is possible that ground-disturbing activities off the paved Airport surface could inadvertently encounter and damage previously unknown subsurface paleontological resources. Implementation of **Mitigation Measure GEO-1** would ensure that impacts to paleontological resources would be **less than significant**.

Mitigation Measures

> **GEO-1: Unanticipated discovery protocol for paleontological resources.** If suspected paleontological resources, such as fossil materials, bones, teeth, shells, plant impressions, are discovered during ground-disturbing activities, all activity in the vicinity of the discovery shall cease until the discovery is evaluated by a qualified paleontologist. If the paleontologist determines that the resources may be significant, no further work in the vicinity of the resources shall take place until appropriate treatment is determined and implemented.

References

City of South Lake Tahoe. 2011. *South Lake Tahoe General Plan*. Adopted May 17, 2011.

———. 2024. *South Lake Tahoe City Code*. Chapter 7.20, Grading, Erosion, and Sediment Control. Current through Ordinance 1192, passed December 10, 2024.

Tahoe Regional Planning Agency (TRPA). 1987. *Threshold Standards and Regional Plan*. Adopted by the TRPA Governing Board June 25, 1987. Updated December 12, 2012. Amended May 22, 2024.

———. 2012. *TRPA Code of Ordinances*. Adopted December 12, 2012. Effective February 9, 2013. Amended June 26, 2024.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VIII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Regulatory Framework

State

A variety of statewide rules and regulations mandate the quantification and, if emissions exceed established thresholds, the reduction of GHGs. CEQA requires lead agencies to evaluate project-related GHG emissions and the potential for projects to contribute to climate change and to provide appropriate mitigation in cases where the lead agency determines that a project would result in a significant addition of GHGs to the atmosphere. Below is a discussion of other state programs, regulations, plans, and goals designed to reduce GHG emissions.

Executive Order S-3-05

In June 2006, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which established the following statewide emission-reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

This executive order does not contain any requirements that directly pertain to the proposed project; however, future actions taken by the State of California and the EDCAQMD to implement these goals may affect the proposed project, depending on the specific measures that are developed and their timeline of implementation

Executive Order B-55-18

In September 2018, Governor Brown signed Executive Order B-55-18, committing California to total, economy-wide carbon neutrality by 2045. Executive Order B-55-18 directs CARB to work with relevant state agencies to develop a framework to implement accounting to track progress toward this goal. The goal will be incorporated into future Scoping Plans, as policies and actions which affect major sectors of California's economy, including transportation, agriculture, development, industrial, and others. This executive order does not contain any requirements that would need to be implemented at the project level. The carbon neutrality requirements would be implemented on a regional and local level through regional electricity providers and vehicle and equipment standards.

Climate Change Scoping Plan (AB 32 Scoping Plan)

In December 2008, CARB approved the AB 32 Scoping Plan, outlining the State of California's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan estimates a reduction of 174 million metric tons of carbon dioxide equivalent (MT CO_2e) (about 191 million tons) from the transportation, energy, agriculture, forestry, and high-climate-change-potential sectors, and proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health. The Scoping Plan must be updated every 5 years to evaluate the mix of AB 32 policies to ensure that California is on track to achieve the 2020 GHG reduction goal. Appendices C and E of the adopted 2008 AB 32 Scoping Plan include a list of 39 recommended action measures to reduce GHG emissions.[140] CARB released its first Scoping Plan Update in May 2014[141] and subsequent updates in 2017 and 2022, as described below.

Executive Order B-30-15 and SB 32

In April 2015, Governor Brown issued an Executive Order B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. Reaching this emission reduction target will facilitate California in reaching its ultimate goal of reducing emissions 80 percent under 1990 levels by 2050, as identified in Executive Order S-3-05.

Subsequently, Senate Bill 32 (SB 32), which codifies the Executive Order's 2030 emissions reduction target, was approved by the Governor on September 8, 2016. SB 32 requires CARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions to ensure that statewide GHG emissions are reduced to at least 40 percent below the 1990 statewide GHG emissions limit no later than December 31, 2030.

Assembly Bill 1279 (California Climate Crisis Act)

Signed into law in September of 2022, AB 1279 requires the state to achieve two things by 2045 or sooner: (1) net zero GHG emissions and (2) a reduction in statewide anthropogenic GHG emissions of 85 percent below 1990 levels. AB 1279 requires CARB to ensure that the 2022 Scoping Plan, described further below, identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies for CO_2 removal and carbon capture, utilization, and storage technologies.

2022 Scoping Plan for Achieving Carbon Neutrality

The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), adopted by CARB in December 2022, expands on prior Scoping Plans and responds to AB 1279 by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier.[142] The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

[140] CARB 2008.
[141] CARB 2014.
[142] CARB 2022.

The 2022 Scoping Plan also discusses the role of local governments in meeting the State's GHG emissions reduction goals because local governments have jurisdiction and land use authority related to community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. The efforts of local governments to reduce GHG emissions within their jurisdictions are critical to achieving the state's long-term climate goals. Furthermore, local governments make critical decisions on how and when to deploy transportation infrastructure and can choose to support transit, walking, bicycling, and neighborhoods that allow people to transition away from cars; they can adopt building ordinances that exceed statewide building code requirements; and they play a critical role in facilitating the rollout of zero-emission vehicle infrastructure.[143]

The 2022 Scoping Plan identifies a construction equipment sector action for the Scoping Plan Scenario that commits to 25 percent of energy demand to be electrified by 2030 and 75 percent electrified by 2045.[144] Since construction of the proposed project would be completed prior to 2030, this construction equipment sector action is not directly applicable to the proposed project.

Regional

South Lake Tahoe Climate Action Plan

The City developed its first Climate Action Plan (CAP), which was adopted in October 2020. The CAP provides actions to reduce GHG emissions from the construction sector, including:

> **Action ZNE-1: Adopt green building standard.** Develop the code to require or incentivize the following measures in new construction (new buildings, additions, major alterations, and repairs to existing buildings):
>
> - All electric appliances;
> - Energy efficiency and renewable energy requirements beyond Title 24 standards;
> - Efficient indoor and outdoor lighting standards;
> - Installation of 240-volt outlets in garages for EV charging; and
> - Installation of Energy Star appliances wherever appliances are furnished as a standard part of the construction.

Impact Analysis

Topic a, b

Neither EDCAQMD nor TRPA have adopted a numerical threshold of significance for GHG emissions. As previously discussed, in the Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming (CBD vs. CDFW) case the Court provided some guidance to evaluate the cumulative significance of a project's GHG emissions, which include relying on existing numerical thresholds of significance established by another air district. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has developed significance thresholds for GHG emissions, which include 1,100 MT CO_2e per year during construction. For operations, thresholds include a 10,000 MT CO_2e per year for stationary sources and for land use emissions, SMAQMD has tier based thresholds. Projects must implement Tier 1 best management practices (no natural gas infrastructure and CALGreen

[143] CARB 2022.
[144] CARB 2022.

Tier 2 compliance with EV-ready spaces), and if emissions still exceed 1,100 metric tons of CO_2e per year, Tier 2 measures are required to reduce vehicle miles traveled by 15 percent for residential and office uses or achieve no net increase for retail uses.[145] Although the SMAQMD GHG thresholds are not strictly applicable to the EDCAQMD, the SMAQMD GHG thresholds are currently being used by other air districts in the region such as the Bay Area Air District and Placer County Air Pollution Control District in evaluating GHG impacts and is the best available standard for evaluation.

During construction, the proposed project would generate emissions of GHG from operation of heavy-duty construction equipment, operation of worker vehicles and haul trucks, excavation of materials, paving activities, and application of architectural coatings. Construction GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. Specific information on building acreages and paving surfaces for the proposed project was used to generate CalEEMod defaults for construction phases, equipment, vehicle trips, and truck haul trips. Because the construction schedule is unknown, emissions were conservatively estimated assuming all project elements occur simultaneously. In reality, annual GHG emissions would be lower, as construction would be spread over 20 years.

Detailed modeling assumptions are included in **Appendix A** in this document.

Table 9 indicates proposed project construction would generate a total of approximately 608 $MTCO_2e$ over an estimated 20-year buildout period.

TABLE 9
GHG EMISSIONS FROM PROJECT CONSTRUCTION

Year [a]	Annual GHG Emissions ($MTCO_2e$ per year)
2026	563
2027	45
GHG Significance Threshold [b]	1,100
Exceed Threshold (Yes or No)?	No

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalent

a. "Year" refers to the modeled construction year, assuming a worst-case scenario in which all project elements are built simultaneously.
b. Since the neither EDCAQMD nor TRPA have adopted a numerical threshold of significance for GHG emissions, the SMAQMD bright-light threshold of 1,100 MT CO2e per year is used.

Source: ESA, 2025.

El Dorado County does not have a quantitative GHG emissions threshold for construction projects; therefore, this analysis uses SMAQMD's GHG emission threshold of 10,000 MT CO_2e to assess the potential impacts. The proposed project's GHG emissions are well below this threshold and the impact would be **less than significant**.

The proposed project includes a series of improvements to the Airport that would occur over approximately a 20-year period. These improvements are intended to improve the safety of existing

[145] SMAQMD 2020.

Airport operations, meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demand. The number of aircraft operations (i.e., aircraft arrivals and departures) at the Airport is expected to increase in the future; however, the number of future aircraft operations would be the same with or without the proposed project because the project does not include any components that would induce aircraft operations. That is, the growth in future aircraft operations would occur with or without the proposed project. Similarly, future-year operations by ground support equipment and other vehicles at the Airport are expected to be the same regardless of implementation of the proposed project.

Operation of the proposed project would not introduce new sources of GHG emissions at the Airport and the proposed improvements would not, by themselves, lead to increases in GHG emissions in the future. GHG emissions from aircraft and ground-support equipment would increase in the future from projected increases in aircraft activity levels, which would occur with or without the proposed project.

The proposed project would not result in any new permanent sources of GHG emissions exceeding the bright-line threshold of 1,100 MT of CO_2e/year established by the SMAQMD (see Table 9). Since the SMAQMD threshold was designed to meet the AB32 goal of reducing GHG emissions to 1990 levels by 2020, the proposed project would not result in an increase in GHG emissions that would impair the state's ability to implement AB 32. This impact would be **less than significant**.

Mitigation Measures

None required.

References

California Air Resources Board (CARB). 2008. *Climate Change Scoping Plan: A Framework for Change*. December 2008. https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

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Sacramento Metropolitan Air Quality Management District (SMAQMD). 2020. *CH2 Thresholds Table 4 – Greenhouse Gas Emissions (GHG) Thresholds and Best Management Practices*. April 23, 2020. https://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒
e) 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?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Regulatory Framework

Federal

Hazardous Materials Management

The primary federal agencies with responsibility for hazardous materials management include the USEPA, U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (USDOT). With respect to hazardous materials, state and local agencies often have either parallel or more stringent regulations than federal agencies. In most cases, state law mirrors or overlaps federal law and enforcement of these laws is the responsibility of the state or of a local agency to which enforcement powers are delegated. For these reasons, the requirements of the law and its enforcement are discussed under either the state or local agency section.

Resource Conservation and Recovery Act

Under the Resource Conservation and Recovery Act of 1976 (RCRA), individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements and is approved by the USEPA. The USEPA approved California's RCRA program, referred to as the Hazardous Waste Control Law, in 1992. In addition, RCRA regulates USTs

under Code of Federal Regulations (CFR) Title 40, Part 2801, as expanded by the Hazardous and Solid Waste Amendments of 1984.

Toxic Substance Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Hazardous Materials Transportation

The USDOT regulates hazardous materials transportation on all interstate roads. Within California, the state agencies with primary responsibility for enforcing federal and state regulations and for responding to transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications. Although special requirements apply to transporting hazardous materials, requirements for transporting hazardous waste are more stringent, and hazardous waste haulers must be licensed to transport hazardous waste on public roads.

Occupational Safety

OSHA is the agency responsible for assuring worker safety in the handling and use of chemicals in the workplace. The federal regulations pertaining to worker safety are contained in CFR Title 29, as authorized in the Occupational Safety and Health Act of 1970. They provide standards for safe workplaces and work practices, including standards relating to hazardous materials handling. At sites known or suspected to have soil or groundwater contamination, construction workers must receive training in hazardous materials operations and a site health and safety plan must be prepared. The health and safety plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

Oil Pollution Prevention

Part 112 of Subchapter D of Chapter I of Title 40 of the CFR (40 CFR 112) establishes procedures, methods, equipment, and other requirements to prevent discharges from non-transportation-related onshore and offshore facilities into or upon the navigable waters of the United States or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States. These regulations require facilities with a single tank or cumulative aboveground storage capacities of 1,320 gallons or greater of petroleum to prepare and implement a Spill Prevention, Control, and Countermeasure (SPCC) plan (40 CFR 112.1). The purpose of an SPCC plan is to form a comprehensive federal/state spill prevention program that minimizes the potential for discharges. The SPCC plan must address all relevant spill prevention, control, and countermeasures necessary at the specific facility for which the SPCC plan is written.

State

California Code of Regulations

The California Code of Regulations (CCR) Title 22, Sections 66261.20 through 66261.24, contains technical descriptions of characteristics that would classify wasted material, including soil, as hazardous

waste. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed as a hazardous waste.

California Department of Toxic Substances Control

The California Department of Toxic Substances Control (DTSC) is responsible for regulating the use, storage, transport, and disposal of hazardous substances in the state. DTSC maintains a Hazardous Waste and Substances Site List for site cleanup. This list is commonly referred to as the Cortese List. Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to update the Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Universal Waste Rule

Universal waste comes primarily from consumer products containing mercury, lead, cadmium, and other substances that are hazardous to human health and the environment. These items cannot be discarded in household trash or disposed of in landfills. Examples of universal waste are batteries, fluorescent tubes, and many electronic devices.

California's Universal Waste Rule allows individuals and businesses to transport, handle, and recycle certain common hazardous wastes, termed universal wastes, in a manner that differs from the requirements for most hazardous wastes. The more relaxed requirements for managing universal waste were adopted to ensure that they are managed safely and are not disposed of in the trash.

Surface Water Quality

The SWRCB and RWQCB are delegated authority from the USEPA to implement portions of the CWA and the state's water quality law, the Porter-Cologne Act. These agencies have established water quality standards that are required by section 303 of the CWA and the Porter-Cologne Act. The Porter-Cologne Act states that basin plans will consist of beneficial uses, water quality objectives, and a program of implementation for achieving water quality objectives. Water quality objectives for the Upper Truckee River are specified in the Water Quality Control Plan for the Lahontan Region (Lahontan Basin Plan) prepared by the Lahontan Regional Water Quality Board in compliance with the federal CWA and the California Water Code (Section 13240). The Lahontan Basin Plan establishes water quality objectives and implementation programs to meet stated objectives and to protect the beneficial uses of water in the Lahontan Region that are applicable to surface and groundwater discharges from the proposed project site. To minimize the potential effects of construction runoff on receiving water quality, the NPDES regulations require the municipal authority to evaluate the quality of its storm water discharge and receiving waters, identify areas of pollutant loading, and implement a program of BMPs to control pollutant discharges. In accordance with NPDES regulations, the state requires that any construction activity within the Tahoe Basin affecting one acre or more must obtain coverage under the Construction Storm Water NPDES Permit for the Tahoe Basin, NPDES No. CAG616001 Order No. R6T-2016-0010 (Tahoe General Construction Permit) to minimize the potential effects of construction runoff on receiving water quality. Future development and operations at the Airport would be required to adhere to the BMPs identified in the Airport's current SWPPP and any updated SWPPP. These BMPs include, but are not limited to non-structural (e.g., preventative maintenance, spill prevention and response, and stormwater

management) and structural (e.g., overhead coverage of fuel farm, control devices in vegetation lined drainage, and de-icing containment) BMPs.

Stormwater Management

Discharges from municipal separate storm sewer systems ("MS4s") are regulated because of concern over the high concentration of pollutants found in those discharges. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program (SWMP) with the goal of reducing the discharge of pollutants. The City of South Lake Tahoe, El Dorado, and Placer counties are co-permittees of a Phase I joint NPDES Permit/Waste Discharge Requirement for storm water/urban runoff (NPDES No. CAG616001, Order No. R6T-2022-0046). According to the permit, the primary pollutants of concern for storm water treatment in the Lake Tahoe Hydrologic Unit (LTHU) are fine sediment particles, total nitrogen, and total phosphorus. As a provision of the NPDES permit under which the City is a co-permittee, along with Placer County and El Dorado County, the City and Counties have prepared a SWMP for the Lake Tahoe Basin as part of each jurisdiction's integrated strategy for stormwater management. The SWMP outlines a comprehensive set of priorities and activities that constitute the components required in the NPDES permit.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, CalEPA adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has six elements: hazardous waste generators and hazardous waste on-site treatment; underground storage tanks; aboveground storage tanks; hazardous materials release response plans and inventories; risk management and prevention programs; and Unified Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level. The Certified Unified Program Agency (CUPA) is the local agency that is responsible for the implementation of the Unified Program. The El Dorado County Department of Environmental Management, Hazardous Waste Division is the local CUPA.

Hazardous Materials Release Response Plans and Inventory Law

The California Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act) requires businesses that store hazardous materials on-site to prepare a hazardous materials business plan and submit it to local health and fire departments. The business plan must include details of the facility and business conducted at the site, an inventory of hazardous materials that are handled and stored on-site, an emergency response plan, and a safety and emergency response training program for new employees with an annual refresher course.

Hazardous Waste Handling

The DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. Laws and regulations require hazardous materials users to store these materials appropriately and to trin employees to manage them safely.

Under the federal RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA, as long as the state program is at least as stringent as federal RCRA requirements. In California, the DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste.

The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous waste that cannot be disposed of in landfills.

Aboveground Storage Of Petroleum Products

The Aboveground Petroleum Storage Act of 1990 requires owners or operators of facilities that store petroleum products with a capacity of 1,320 gallons or more to file a storage statement with the SWRCB and prepare a SPCC plan. The plan must identify appropriate spill containment or equipment for diverting spills from sensitive areas, as well as discuss facility-specific requirements for the storage system, inspections, recordkeeping, security, and personnel training.

Underground Storage Tanks

State laws governing USTs specify requirements for permitting, monitoring, closure, and cleanup associated with these facilities. Regulations set forth construction and monitoring standards for existing tanks, release reporting requirements, and closure requirements. SCEMD has regulatory authority for permitting, inspection, and removal of USTs. Any entity proposing to remove a UST must submit a closure plan to the regulating agency prior to tank removal. Upon approval of the UST closure plan, the regulating agency would issue a permit, oversee removal of the UST, require additional subsurface sampling if necessary, and issue a site closure letter when the appropriate removal and/or remediation has been completed.

Hazardous Materials Transportation

The State of California has adopted USDOT regulations for the intrastate movement of hazardous materials; state regulations are contained in 26 CCR. In addition, the State of California regulates the transportation of hazardous waste originating in the state and passing through the state (26 CCR). Both regulatory programs apply in California.

The two state agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations to prevent leakage and spills of material in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. Caltrans has emergency chemical spill identification teams at as many as 72 locations throughout the state that can respond quickly in the event of a spill.

Common carriers are licensed by the CHP, pursuant to California Vehicle Code section 32000. This section requires the licensing of every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards.

Every hazardous waste package type used by a hazardous materials shipper must undergo tests that imitate some of the possible rigors of travel. Every package is not put through every test. However, most packages must be able to be kept under running water for a time without leaking, dropped fully loaded

onto a concrete floor, compressed from both sides for a period of time, subjected to low and high pressure, and frozen and heated alternately.

Occupational Safety

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in Title 29 of the CFR.

Cal/OSHA regulations concerning the use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances, and communicating hazard information relating to hazardous substances and their handling. The hazard communication program also requires that Material Safety Data Sheets (MSDSs) be available to employees, and that employee information and training programs be documented. These regulations also require preparation of emergency action plans (escape and evacuation procedures, rescue and medical duties, alarm systems, and training in emergency evacuation).

Emergency Response

Pursuant to the Emergency Services Act, California has developed an Emergency Plan to coordinate emergency services provided by federal, state, and local governmental agencies and private persons. Response to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services, which coordinates the responses of other agencies, including the USEPA, CHP, CDFW, the Regional Water Quality Control Boards (in this case, the Lahontan RWQCB), the local air districts (in this case, EDCAQMD) and local agencies. The State Emergency Plan defines the "policies, concepts, and general protocols" for the proper implementation of the California Standardized Emergency Management System (SEMS). The SEMS is an emergency management protocol that agencies within the State of California must follow during multi-agency response efforts whenever state agencies are involved.

California Fire Code

The California Fire Code is contained within Title 24, Chapter 9 of the CCR. Based on the International Fire Code, the California Fire Code is created by the California Buildings Standards Commission and regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Similar to the International Fire Code, the California Fire Code and the California Building Code use a hazards classification system to determine the appropriate measures to incorporate to protect life and property.

The California Public Resources Code includes fire safety regulations that apply to state responsibility areas during the time of year designated as having hazardous fire conditions. During the fire hazard season, these regulations restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on equipment that has an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire-suppression equipment that must be provided on-site for various types of work in fire-prone areas. Additional codes require that any person who owns, controls, operates, or maintains any electrical transmission or distribution line must maintain a

firebreak clearing around and adjacent to any pole, tower, and conductors that carry electric current as specified in Sections 4292 and 4293. The state's Fire Prevention Standards for Electric Utilities (14 CCR Sections 1250-1258) provides specific exemptions from electric pole and tower firebreak and electric conductor clearance standards and specifies when and where standards apply.

California Public Resources Code

California Public Resources Code Sections 4201 through 4204 require the California Department of Forestry and Fire Protection (CAL FIRE) to prepare fire hazard severity zone (FHSZ) maps for all lands within State Responsibility Areas (SRAs)[146] and to make recommendations for such zones in Local Responsibility Areas (LRAs).[147] Each zone is to embrace relatively homogeneous lands and is to be based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified as a major cause of wildfire spread.

California Building Code

In January of 2008, California officially switched from the Uniform Building Code to the International Building Code (IBC). The IBC specifies construction standards to be used in urban interface and wildland areas where there is an elevated threat of fire.

Local

Tahoe Regional Planning Agency

The following policies relative to hazards and hazardous materials set forth under the TRPA Regional Plan would be applicable to the proposed project.

Water Quality

Goal WQ-2. Reduce or eliminate point sources of pollutants which affect, or potentially affect, water quality in the Tahoe region.

Policy WQ-2.1. Discharge of municipal or industrial wastewater to Lake Tahoe, its tributaries, or the groundwaters of the Tahoe region is prohibited, except for existing development operating under approved alternative plans for wastewater disposal, and for fire suppression efforts in accordance with applicable state laws.

Policy WQ-2.2. Discharges of sewage to Lake Tahoe, its tributaries, or the groundwaters of the Lake Tahoe region are prohibited. Sewage collection, conveyance and treatment districts shall have approved spill contingency, prevention, and detection plans.

Goal WQ-3. Reduce or eliminate non-point sources of pollutants which affect, or potentially affect, water quality in the Tahoe region in a manner consistent with the Lake Tahoe TMDL, where applicable.

Policy WQ-3.1. Reduce loads of sediment, nitrogen, and phosphorus to Lake Tahoe; and meet water quality thresholds for tributary streams, surface runoff, and groundwater.

[146] State Responsibility Areas (SRAs) are designated geographic areas in California where the State of California, specifically CAL FIRE, is financially responsible for preventing and suppressing wildfires.

[147] In Local Responsibility Areas (LRAs), fire protection is primarily the responsibility of local government agencies, such as city or county fire departments. CAL FIRE does not directly provide fire protection services in LRAs, though they may offer support or guidance.

Policy WQ-12. Projects shall be required to meet TRPA BMP requirements as a condition of approval for all projects. All projects shall be required, as a condition of approval, to apply Best Management Practices to the project parcel during construction and as follows upon completion of construction:

A. New projects on undeveloped parcels shall require application and maintenance of temporary and permanent BMPs as a condition of project approval.

B. Projects which expand structures or land coverage shall require application and maintenance of temporary and permanent BMPs to the project area.

C. Rehabilitation projects, other than minor utility projects, shall require the preparation of a plan and schedule for application and maintenance of temporary and permanent BMPs to the entire parcel. The amount of work required pursuant to the project approval shall consider the cost and nature of the project.

D. Where area-wide treatments are approved, projects shall install improvements in accordance with the approved area-wide BMP plan.[148]

Lake Tahoe Basin Community Wildfire Protection Plan

The Lake Tahoe Basin Community Wildfire Protection Plan (CWPP) was completed in February 2025.[149] The updated plan addresses the region's evolving wildfire risks, focusing on fuels reduction, preparedness, structural ignitability, and wildfire response. The CWPP is a community-driven plan that prioritizes wildfire risk reduction, using local input and data to guide fuel reduction, improve preparedness, and address structural ignitability. The CWPP is not an evacuation plan. The CWPP identifies areas needing fuel reduction treatments, supports funding requirements for project implementation, and offers educational opportunities to help the public understand wildfire prevention. It also outlines actions homeowners and communities can take to reduce wildfire risk.

Lake Tahoe Regional Evacuation Plan

The Lake Tahoe Regional Evacuation Plan describes the strategies for managing evacuations which exceed the day-to-day capabilities of the various public safety agencies in the Lake Tahoe Basin. The Sheriff's Office or law enforcement agency with jurisdiction is charged with the responsibility of evacuation in response to a major event threatening the life safety of residents and visitors. With a special emphasis placed on the wildland fire threat, the strategies outlined in the Regional Evacuation Plan are designed using an all-hazards approach to preparing for and managing evacuations. The Regional Evacuation Plan is designed to be applied in any event regardless of the threat or hazard that precipitates the need to evacuate an area. The Regional Evacuation Plan was developed by the cooperative efforts of the Lake Tahoe Fire Chiefs and Lake Tahoe Law Enforcement agencies and is intended to provide the public with critical information related to evacuations and is considered a living document that will be updated from time to time.[150]

[148] Tahoe Regional Planning Agency (TRPA), 1987, *Threshold Standards and Regional Plan*, adopted by the TRPA Governing Board June 25, 1987, updated December 12, 2012, amended May 22, 2024.
[149] Tahoe Resource Conservation District, 2025, *Lake Tahoe Basin Community Wildfire Protection Plan*.
[150] Lake Tahoe Fire Chiefs Association, 2024, *Lake Tahoe Regional Evacuation Plan*, September 10, 2024.

Impact Analysis

Topic a

Construction activities are required to comply with numerous hazardous materials and stormwater regulations designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials to affect stormwater and downstream receiving water bodies. Contractors working on the proposed project would be required to prepare and implement a hazardous materials business plan that would require that hazardous materials used for construction are stored in appropriate containers with secondary containment to contain a potential release. For construction activities disturbing equal to or greater than one acre, the state Construction General Permit would require the preparation and implementation of a SWPPP that would require the use of BMPs to prevent the release of pollutants leaving the construction site through runoff. Cal/OSHA regulations provide for the proper labeling, storage, and handling of hazardous materials to reduce the potential harmful health effects that could result from worker exposure to hazardous materials. Through compliance with applicable hazardous materials storage, disposal, and stormwater permitting regulations, hazardous materials impacts associated with potential releases from the routine transport, use, or disposal of hazardous materials during construction would be reduced to a **less-than-significant** level.

Operational activities are also required to comply with numerous hazardous materials and stormwater regulations designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of fuels or other hazardous materials to affect stormwater and downstream receiving water bodies. The California Fire Code would require measures for the safe storage and handling of hazardous materials. Through compliance with applicable hazardous materials storage, disposal, and hazardous materials impacts associated with the routine transport, use, or disposal of hazardous materials during the routine operations of the Airport would be reduced to a **less-than-significant** level.

Topic b

The required compliance with the numerous laws and regulations discussed above that govern the transportation, use, handling, and disposal of hazardous materials would limit the potential for creation of hazardous conditions due to the use or accidental release of hazardous materials, and would render this impact **less than significant**.

Topic c

There are no schools within one-quarter mile of the Airport; therefore, there would be **no impact** relative to schools.

Topic d

The SWRCB GeoTracker website includes two listings for the Airport. However, the two listings are for two leaking underground fuel tank sites that were remediated to the satisfaction of the regulatory

agencies, and the cases were closed in 2004[151] and 2010.[152] Therefore, there would be **no impact** relative to hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Topic e

The proposed project is located at the Airport and would be located within its airport land use plan. However, the purpose of the proposed project is to improve Airport operations, including safety. Therefore, implementation of the proposed project would reduce the potential impact relative to being located within two miles of, or in this case, on, an airport to a **less-than-significant** level.

Topic f

All of the construction activities would occur on the Airport property and not on public roads. The construction activities would involve a number of vehicles using local roads and has the potential to interfere with emergency evacuation routes. However, the construction activities would not require a large number of vehicles and no roads would be closed or restricted. Therefore, the potential impacts would be **less than significant** relative to affecting designated emergency routes.

Topic g

The Airport is located in an area designated by CAL FIRE as a Very High Fire Hazard Severity Zone (FHSZ) under local responsibility (South Lake Tahoe Fire Rescue) as recommended by the State Fire Marshal on February 10, 2025.[153] The Airport is required to comply with numerous regulations designed to reduce fire danger, including the California Fire Code. Through compliance with the applicable regulations, impacts associated with wildfires would be reduced to a **less-than-significant** level.

Mitigation Measures

None required.

References

California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zones.

California State Water Resources Control Board. 2025a. GeoTracker. Oasis Aviation (T0601700115).

———. 2025b. GeoTracker. South Lake Tahoe Airport (T10000001522).

Lake Tahoe Fire Chiefs Association. 2024. *Lake Tahoe Regional Evacuation Plan*. September 10, 2024.

Tahoe Regional Planning Agency (TRPA). 1987. *Threshold Standards and Regional Plan*. Adopted by the TRPA Governing Board June 25, 1987. Updated December 12, 2012. Amended May 22, 2024.

Tahoe Resource Conservation District. 2025. *Lake Tahoe Basin Community Wildfire Protection Plan*.

[151] California State Water Resources Control Board, 2025a, GeoTracker, Oasis Aviation (T0601700115).
[152] California State Water Resources Control Board, 2025b, GeoTracker, South Lake Tahoe Airport (T10000001522).
[153] California Department of Forestry and Fire Protection (CAL FIRE), 2025, Fire Hazard Severity Zones.

Hydrology and Water Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
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 offsite;	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Regulatory Framework

Federal

Surface Water Quality

Water quality objectives for all waters of the United States are established under applicable provisions of the federal CWA. The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a NPDES permit. Implementation of these regulations has been delegated to the state.

National Pollutant Discharge Elimination System Permits

The NPDES permit system was established in the CWA to regulate municipal and industrial point discharges to surface waters of the United States. Each NPDES permit for point discharges contains limits on allowable concentrations of pollutants contained in discharges. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that the USEPA must consider in setting effluent limits for priority pollutants.

The CWA was amended in 1987 to require NPDES permits for non-point source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a

definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of structural and non-structural BMPs. BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (filter strips, grass swales, and detention ponds).

Floodplain Regulations

Federal regulations governing development in a floodplain are set forth in Title 44, Part 60 of the Code of Federal Regulations (CFR). The FEMA imposes building regulations on development within flood hazard zones depending upon the potential for flooding within each area. Building regulations are incorporated into the municipal code of jurisdictions participating in the National Flood Insurance Program (NFIP). The City of South Lake Tahoe Floodplain Management Ordinance provides direction for new and existing developments located within special flood hazard zones. The primary goal of this ordinance is to reduce future flood damage through the implementation of building techniques that minimize the potential loss of life and property due to development in floodplains. The regulations are outlined in South Lake Tahoe City Code Chapter 6.65, Floodplain Management.

State

Surface Water Quality

The SWRCB and RWQCB are delegated authority from the USEPA to implement portions of the CWA and the state's water quality law, the Porter-Cologne Act. These agencies have established water quality standards that are required by section 303 of the CWA and the Porter-Cologne Act. The Porter-Cologne Act states that basin plans will consist of beneficial uses, water quality objectives, and a program of implementation for achieving water quality objectives. Water quality objectives for the Upper Truckee River are specified in the Water Quality Control Plan for the Lahontan Region (Lahontan Basin Plan) prepared by the Lahontan Regional Water Quality Control Board in compliance with the federal CWA and the California Water Code (Section 13240). The Lahontan Basin Plan establishes water quality objectives and implementation programs to meet stated objectives and to protect the beneficial uses of water in the Lahontan Region that are applicable to surface and groundwater discharges from the proposed project site. To minimize the potential effects of construction runoff on receiving water quality, the NPDES regulations require the municipal authority to evaluate the quality of its storm water discharge and receiving waters, identify areas of pollutant loading, and implement a program of BMPs to control pollutant discharges. In accordance with NPDES regulations, the state requires that any construction activity within the Tahoe Basin affecting one acre or more must obtain coverage under the Construction Storm Water NPDES Permit for the Tahoe Basin, NPDES No. CAG616001 Order No. R6T-2016-0010 (Tahoe General Construction Permit) to minimize the potential effects of construction runoff on receiving water quality. Future development and operations at the Airport would be required to adhere to the BMPs identified in the Airport's current SWPPP and any updated SWPPP. These BMPs include, but are not limited to non-structural (e.g., preventative maintenance, spill prevention and response, and stormwater management) and structural (e.g., overhead coverage of fuel farm, control devices in vegetation lined drainage, and de-icing containment) BMPs.

Stormwater Management

Discharges from municipal separate storm sewer systems ("MS4s") are regulated because of concern over the high concentration of pollutants found in those discharges. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program (SWMP) with the goal of reducing the discharge of pollutants. The City of South Lake Tahoe, El Dorado, and Placer counties are co-permittees of a Phase I joint NPDES Permit/Waste Discharge Requirement for storm water/urban runoff (NPDES No. CAG616001, Order No. R6T-2022-0046). According to the permit, the primary pollutants of concern for storm water treatment in the Lake Tahoe Hydrologic Unit (LTHU) are fine sediment particles, total nitrogen, and total phosphorus. As a provision of the NPDES permit under which the City is a co-permittee, along with Placer County and El Dorado County, the City and Counties have prepared a SWMP for the Lake Tahoe Basin as part of each jurisdiction's integrated strategy for stormwater management. The SWMP outlines a comprehensive set of priorities and activities that constitute the components required in the NPDES permit.

Lake Tahoe Total Maximum Daily Load

Section 303(d) of the CWA requires states to compile a list of impaired water bodies that do not meet water quality standards and to develop a total maximum daily load (TMDL) for impaired water bodies to determine the key pollutants and contributing sources to the impairment. California's Lake Tahoe TMDL (dated November 2010 and approved by the USEPA in 2011) requires attainment of the California transparency objective for Lake Tahoe over a 65 year implementation period. Based on California law, the Lahontan Regional Board has the obligation to implement and enforce the Lake Tahoe TMDL through NPDES permits (over which USEPA has jurisdiction) issued to California local government entities. In November 2010, Lahontan Regional Board modified their Basin Plan to establish a TMDL for Sediment and Nutrients (Tahoe TMDL). The Tahoe TMDL identified a long-term goal to restore deep water transparency to 1967-1971 levels (97.4 feet from current 68 feet) within 65 years.[154]

Local

Tahoe Regional Planning Agency

The following policies relative to hydrology and water quality set forth under the TRPA Regional Plan are applicable to the proposed project.

Water Quality

Goal WQ-2. Reduce or eliminate point sources of pollutants which affect, or potentially affect, water quality in the Tahoe region.

Policy WQ-2.1. Discharge of municipal or industrial wastewater to Lake Tahoe, its tributaries, or the groundwaters of the Tahoe region is prohibited, except for existing development operating under approved alternative plans for wastewater disposal, and for fire suppression efforts in accordance with applicable state laws.

Policy WQ-2.2. Discharges of sewage to Lake Tahoe, its tributaries, or the groundwaters of the Lake Tahoe region are prohibited. Sewage collection, conveyance and treatment districts shall have approved spill contingency, prevention, and detection plans.

[154] California Regional Water Quality Control Board (CRWQCB) and Nevada Division of Environmental Protection (NDEP), 2010, *Final Lake Tahoe Total Maximum Daily Load Report*.

Goal WQ-3. Reduce or eliminate non-point sources of pollutants which affect, or potentially affect, water quality in the Tahoe region in a manner consistent with the Lake Tahoe TMDL, where applicable.

Policy: WQ-3.1. Reduce loads of sediment, nitrogen, and phosphorus to Lake Tahoe; and meet water quality thresholds for tributary streams, surface runoff, and groundwater.

Policy WQ-12. Projects shall be required to meet TRPA BMP requirements as a condition of approval for all projects. All projects shall be required, as a condition of approval, to apply Best Management Practices to the project parcel during construction and as follows upon completion of construction:

A. New projects on undeveloped parcels shall require application and maintenance of temporary and permanent BMPs as a condition of project approval.

B. Projects which expand structures or land coverage shall require application and maintenance of temporary and permanent BMPs to the project area.

C. Rehabilitation projects, other than minor utility projects, shall require the preparation of a plan and schedule for application and maintenance of temporary and permanent BMPs to the entire parcel. The amount of work required pursuant to the project approval shall consider the cost and nature of the project.

D. Where area-wide treatments are approved, projects shall install improvements in accordance with the approved area-wide BMP plan.

TRPA also regulates water quality and development in Stream Environment Zones (SEZs). Section 60.4 of the TRPA Code of Ordinances sets forth requirements for installation of BMPs for the protection or restoration of water quality and attainment of minimum discharge standards. TRPA mandates that all municipal, public, and private land uses institute BMPs. TRPA's BMP Retrofit Program is part of the Lake Tahoe Environmental Improvement Program (EIP) and requires all property owners to implement BMPs, whether they own residential, multifamily, commercial, or industrial properties. The primary goal of the BMP Retrofit Program is to reduce the amount of runoff generated by the developed impervious surfaces located on private properties before it discharges to public rights-of-way. It is also a goal to stabilize unstable slopes, thereby reducing the potential for sediment inputs into storm water.

In addition to these requirements, future development at the Airport would also be required to comply with water quality standards set forth in Chapter 60, Water Quality, of the TRPA Code of Ordinances. TRPA Code Chapter 60 establishes standards for water discharge from properties in the Basin as well as regulations for discharge of domestic, municipal, and industrial wastewaters. Standards are established for both surface runoff and discharge to groundwater.[155]

City of South Lake Tahoe General Plan

The Natural and Cultural Resources Element of the City of South Lake Tahoe General Plan includes Goal NCR-2 to protect and enhance the clarity of Lake Tahoe and water quality in the area's rivers, creeks, and

[155] Tahoe Regional Planning Agency (TRPA), 2012, TRPA *Code of Ordinances*, adopted December 12, 2012, Effective February 9, 2013, amended June 26, 2024.

groundwater. This goal includes policies aimed at protecting South Lake Tahoe's hydrological resources through stormwater quality management and retention and containment of hazardous materials.[156]

South Lake Tahoe City Code

In the City of South Lake Tahoe City Code, Chapter 7.20 (Grading, Erosion, and Sediment Control) is designed to provide the following regulatory mechanisms:

1. Regulating grading on both public and private property within the city of South Lake Tahoe to safeguard life, limb, health, property, and public welfare;
2. To avoid pollution of watercourses with hazardous materials, nutrients, sediments, or other earthen materials generated on or caused by surface runoff or by aerial deposition of pollutants generated from the permit area on or across the permit area; and
3. To ensure that the intended use of a graded site is consistent with the city of South Lake Tahoe general plan, any specific plans adopted thereto and applicable city of South Lake Tahoe ordinances including the zoning ordinance, flood damage prevention ordinance, environmental review ordinance and applicable chapters of the California Building Code. In the event of conflict between this chapter and state or federal law, this chapter shall prevail unless preempted by the state or federal law. In the event of conflict between this chapter and other chapters of the South Lake Tahoe City Code, this chapter shall prevail.[157]

Groundwater Quality

The South Tahoe Public Utility District prepared a groundwater management plan for the Tahoe Valley South Subbasin. The plan was developed to regulate, manage, conserve, and protect the groundwater resources available to the District so that the groundwater will remain a viable potable water resource and be available to be put to the most efficient and beneficial use by the District and its customers.[158]

Impact Analysis

Topic a

Water from the airfield is collected in a drainage ditch located along the west side of Taxiway A. Water in the drainage ditch flows north by gravity eventually discharging into the Upper Truckee River. The Upper Truckee River lies immediately to the east of the Airport and continues north before discharging into Lake Tahoe. The Upper Truckee River and the tributaries, which make up the Upper Truckee River Watershed comprise the largest contribution to the waters of Lake Tahoe.

Project construction activities would occur primarily on the paved surface of the Airport property and would include limited excavation, grading, and disturbance of unpaved ground surface within the Airport property. Construction activities could generate loose, erodible soils that, if not properly managed, could cause sedimentation and result in an adverse water quality impact. Additionally, accidental discharges of fuels, oils, hydraulic fluid, grease, and other hazardous substances used during construction activities could contaminate stormwater flows in the drainage ditch, and potentially degrade receiving water quality. The proposed project would be required to adhere to the BMPs identified in the Airport's current

[156] City of South Lake Tahoe, 2011, *South Lake Tahoe General Plan*, adopted May 17, 2011.

[157] City of South Lake Tahoe, 2024, *South Lake Tahoe City Code*, Chapter 7.20, Grading, Erosion, and Sediment Control. Current through Ordinance 1192, passed December 10, 2024.

[158] South Tahoe Public Utility District (STPUD), 2022, *Alternative Plan for Tahoe Valley South Subbasin (6-005.01), First Five-Year Update*, April 22, 2022.

SWPPP and any updated SWPPP. Additionally, the proposed project would be required to obtain and act in compliance with an NPDES operating permit. Adherence to the SWPPP and NPDES operating permit would ensure that BMPs are employed at the Airport to reduce potential impacts to water quality. Therefore, this impact would be **less than significant**.

Topic b

The proposed project lies within the Tahoe South Subbasin of the Tahoe Valley Groundwater Basin. The Tahoe Valley Groundwater Basin is within the larger structural feature commonly referred to as the Lake Tahoe Basin. The principal source of groundwater in the Tahoe Valley South subbasin is from Tertiary and Quaternary age glacial, fluvial, and lacustrine sediments, collectively referred to as basin-fill deposits. These deposits typically have moderate permeability.

Conversion of pervious surfaces to impervious surfaces can result in a decrease in the amount of infiltration of surface water to the groundwater that can, in some cases, cause a reduction in groundwater recharge. The proposed project would include taxiway removal and other pavement improvements that would collectively result in an approximately 251,810 square-foot net decrease in impervious surface on the Airport property.[159] Consequently, implementation of the proposed project would not interfere with groundwater recharge resulting from conversion of pervious surfaces to impervious surfaces.

While the proposed project would include development of new facilities, implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees. The proposed improvements are intended to improve existing Airport operations and would neither individually nor collectively result in increases in water demand that would substantially decrease groundwater supplies. As a result, impacts to related to groundwater supplies or groundwater recharge would be **less than significant**.

Topic c

Water from the airfield is collected in a drainage ditch located along the west side of Taxiway A. Water in the drainage ditch flows north by gravity eventually discharging into the Upper Truckee River. The Upper Truckee River lies immediately to the east of the Airport and continues north before discharging into Lake Tahoe. As discussed above, the proposed project would involve a net decrease in impervious surfaces and would therefore result in a reduced rate and amount of stormwater runoff compared to existing conditions. The installation of the majority of the structures would occur on areas that are already paved. Therefore, the proposed project would not substantially increase the amount or rate of runoff or result in flooding on-or off-site. Furthermore, all properties in the Tahoe Basin are required to include stormwater BMPs designed to infiltrate the runoff from a 20-year 1-hour storm. BMPs include installing erosion control and stormwater infiltration measures. Finally, the proposed project would be required to implement BMPs as discussed under topic a. Therefore, impacts associated with increases in surface runoff on drainage capacity and flooding would be **less than significant**.

Topic d

The proposed project would involve the construction of new structures located in a 100-year flood hazard zone. The design and construction of these facilities would be subject to compliance with FEMA, County,

[159] Woolpert, 2024, *Draft Lake Tahoe Airport Master Plan*, prepared for the City of South Lake Tahoe, page 5-21.

and City floodplain management regulations, which require the review of a development permit to ensure the facility includes flood proofing to minimize damage due to flooding and is designed to prevent a change in flood or drainage patterns. In addition, the proposed project would be subject to the SWPPP and NPDES operating permit which include infiltration BMPs to reduce the potential to release sediment and other pollutants. Therefore, this impact would be **less than significant**.

Topic e

The proposed project would be required to adhere to the BMPs identified in the Airport's current SWPPP and any updated SWPPP. Additionally, the proposed project would be required to obtain and act in compliance with an NPDES operating permit. Adherence to the SWPPP and NPDES operating permit would ensure that the proposed project would not conflict with or obstruct implementation of a water quality control plan or groundwater management plan. Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

References

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Land Use and Planning

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Regulatory Framework

Local

City of South Lake Tahoe General Plan

The City of South Lake Tahoe General Plan sets out a long-term vision for the city's development, redevelopment, and environmental protection through the year 2030.[160] The Land Use and Community Design Element of the General Plan provides the policy context for the City of South Lake Tahoe to achieve its vision for future land use and community design. This element includes goals, policies, and standards for future land use, development, redevelopment, community design, sustainability, and change in South Lake Tahoe. This element also includes a description of the Land Use Diagram and the related land use classification system and standards. The General Plan land use designations for the Airport are Special District and Conservation, which are described below:

- **Special District (SD):** This designation provides for unique land uses that require flexibility or special considerations. This includes public facilities, industrial uses, and transportation uses (i.e., airport).
- **Conservation (C):** This designation provides for the permanent preservation of natural resources, habitat protection, watershed management, public and quasi-public uses, areas that contain public health and safety hazards such as floodways, and areas containing environmentally sensitive features.

Tahoe Regional Planning Agency Regional Plan

In 1969, Nevada and California established the TRPA with the consent of Congress through a bi-state compact. TRPA is the nation's first environmental organization with land use authority crossing state lines and continues to be unique in the United States. The bi-state compact charges TRPA with establishing a regional plan for the Lake Tahoe Basin with the mandate to achieve environmental standards, called thresholds. Environmental threshold standards set long-term environmental goals for the region. The TRPA Regional Plan outlines actions to attain these thresholds that restore Lake Tahoe while balancing economic and community vitality. The compact gives TRPA authority to enforce the TRPA Code of Ordinances (described below). The TRPA Regional Plan land use designations for the Airport are Mixed-Use and Conservation, which are described below:

- **Mixed-Use:** 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

[160] City of South Lake Tahoe, 2011, *South Lake Tahoe General Plan*, adopted May 17, 2011.

classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.

- **Conservation:** Non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose; (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements; (3) isolated areas which do not contain the necessary infrastructure for development; (4) areas capable of sustaining only passive recreation or non-intensive agriculture; and (5) areas suitable for low-to-moderate resource management.

Tahoe Regional Planning Agency Code of Ordinances

The TRPA Code of Ordinances provides a codified implementation of the TRPA Regional Plan. The Code is designed, among other things, to implement the goals and policies of the TRPA Regional Plan in a manner attaining and maintaining the environmental thresholds. The Code compiles all the ordinances of TRPA into one document except for certain procedural ordinances such as the ordinances adopting plan amendments. The Code addresses many subjects, including but not limited to required permits for development, findings required for approval of projects, environmental impact statements, plan area statements, land use, density and coverage, development standards, allocations of development, grading and construction practices, resource management, water quality, air quality, and transportation.

Impact Analysis

Topic a

Typically, the physical division of an established community refers to the construction of a physical feature that would impair the mobility within an existing community or between a community and outlying areas. Examples of physically dividing a community could be the establishment of a roadway or a set of railroad tracks through a community, or removal of a means of access such as a local road or bridge. The proposed project comprises improvements within the existing Airport property. The proposed project would not result in the construction of any physical barriers that would divide any community. There would be **no impact** under this criterion.

Topic b

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements that would be consistent with existing land use designations and development standards set forth by the City of South Lake Tahoe and the TRPA. CEQA does not consider inconsistency with land use plans and policies to be a physical effect on the environment unless the plan or policy was adopted for the purpose of avoiding or mitigating a significant environmental effect. Adverse physical effects on the environment that could result from construction and operation of the proposed project are evaluated and disclosed in the appropriate topical sections of this document. As discussed in the analyses, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be **less than significant**.

Mitigation Measures

None required.

References

City of South Lake Tahoe. 2011. *South Lake Tahoe General Plan*. Adopted May 17, 2011.

Tahoe Regional Planning Agency (TRPA). 1987. *Threshold Standards and Regional Plan*. Adopted by the TRPA Governing Board June 25, 1987. Updated December 12, 2012. Amended May 22, 2024.

———. 2012. *TRPA Code of Ordinances*. Adopted December 12, 2012. Effective February 9, 2013. Amended June 26, 2024.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XII. MINERAL RESOURCES — Would the project:				
a) 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?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐

Impact Analysis

Topics a and b

Currently, the California Department of Conservation identifies the land within the Airport as MRZ-4, or areas of unknown mineral resource significance. The South Lake Tahoe General Plan does not identify any known mineral resources that would be of value to the region or the state within or near the project site. Project construction activities would occur primarily on the paved surface of the Airport property and would include limited excavation, grading, and disturbance of unpaved ground surface within the Airport property. Construction and operation of the project would not conflict with or limit access to mineral resources. Therefore, impacts related to mineral resources would be **less than significant**.

Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☒	☐

Environmental Setting

General Characteristics of Noise

Sound is characterized by parameters that describe the rate of *oscillation* (frequency) of sound waves, the distance between successive troughs or crests in waves, the speed that they travel, and the pressure level or energy content of a given sound. The sound pressure level has become the most common descriptor used to characterize how loud a sound is, and the decibel (dB) scale is used to quantify sound intensity. Because the human ear is not equally sensitive to all sound frequencies, human response is factored into sound descriptions in a process called *A-weighting*, expressed as *dBA*. The dBA, or A-weighted decibel, refers to a scale of noise measurement that reflects the different frequencies that humans can hear. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. Except in carefully controlled laboratory experiments, a change of only 1 dBA in sound level cannot be perceived. Outside of the laboratory, a 3 dBA change is considered a perceptible difference while a 5 dBA change is considered readily noticeable. A 10 dBA increase in the level of a continuous noise represents a perceived doubling of loudness.[161] **Table 10** presents representative noise sources and their corresponding noise levels in dBA at varying distances from the noise sources.

Noise Descriptors

Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted. Variations in noise exposure over time are typically expressed in terms of a steady-state energy level (called L_{eq}) that represents the acoustical energy of a given measurement, or alternatively as a statistical description of what sound level is exceeded over some fraction (10, 50, or 90 percent) of a given observation period (e.g., L_{10}, L_{50}, L_{90}). L_{max} is the maximum instantaneous noise level registered during a measurement period.

[161] Caltrans 2013.

TABLE 10
REPRESENTATIVE ENVIRONMENTAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet fly-over at 100 feet		
	100	
Gas lawn mower at 3 feet		
	90	
Diesel truck going 50 miles per hour at 50 feet		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area during daytime		
Gas lawn mower at 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban area during daytime	50	Dishwasher in next room
Quiet urban area during nighttime	40	Theater, large conference room (background)
Quiet suburban area during nighttime		
	30	Library
Quiet rural area during nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	

Source: Caltrans, 2013

Noise metrics assess community response to noise by including the loudness of the noise, total number of noise events, duration, and time of day that the noise events occur in one single number rating scale. Day-Night Average Sound Level (DNL), also referred to as L_{dn}, is expressed in dBA and represents the noise level over a 24-hour period. DNL is a 24-hour average of hourly L_{eq} noise levels, but with penalties to account for the increase in sensitivity to noise events that occur during more sensitive nighttime periods. Specifically, DNL adds a penalty of 10 dB to the measured noise levels during the nighttime period (10 p.m. to 7 a.m.).

Community Noise Equivalent Level (CNEL) is expressed in dBA and is used in California to represent cumulative noise exposure. Similar to DNL, CNEL is a 24-hour average of hourly L_{eq} noise levels. Unlike DNL, CNEL includes penalties applied to noise events occurring in the evening, which is defined as after 7 p.m. and before 10 p.m., when noise is considered more intrusive. Both metrics contain nighttime (10 p.m. to 7 a.m.) penalties. When a noise event occurs in the evening, a penalty of 4.77 dBA is added to

the measured sound level. A 10 dBA penalty is added to nighttime noise events. The evening weighting is the only difference between CNEL and DNL. For purposes of aircraft noise analysis in California, the FAA recognizes the use of CNEL.

Vibration and Groundborne Noise

Groundborne noise typically refers to noise generated by vibrations from outside a structure but experienced inside the structure. Groundborne noise can be a problem in situations where the primary airborne noise path is blocked, such as in the case of a subway tunnel passing near homes or other sensitive structures. Vibration is an oscillatory motion through a solid medium. Typically, groundborne vibrations generated by man-made activities attenuate rapidly with the distance from the source of the vibration. The effects of vibration on structures are typically measured by peak particle velocity (PPV) in inches per second (in/sec). Vibration decibels (VdB) are the units used to assess the effects of vibrations on people. VdB is used to distinguish vibration decibels from sound decibels (dB).

With the exception of long-term occupational exposure, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. Vibration that results in sleep disturbance may result in health effects related to that sleep disturbance.

People may tolerate infrequent, short-duration vibration levels, but human annoyance to vibration becomes more pronounced if the vibration is continuous or occurs frequently. High levels of vibration can damage fragile buildings or interfere with sensitive equipment. Depending on the age of the structure and type of vibration (transient, continuous, or frequent intermittent sources), vibration levels as low as 0.5 to 2.0 in/sec PPV can damage a structure.[162]

Typical sources of groundborne vibration in urban areas are large-scale construction projects that involve pile driving, vibratory construction equipment, or underground tunneling. Vibration is also caused by transit rail vehicles. In general, such vibration is only an issue when there are sensitive receptors located nearby. Because rubber tires and suspension systems mitigate vibrations, rubber tire vehicles such as buses, trucks, and automobiles rarely create substantial vibration absent discontinuities in the road surface.[163]

Sensitive Receptors

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication; physiological and psychological stress; and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Consistent with the Governor's Office of Planning and Research's General Plan Guidelines 2017, residences, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks and other outdoor recreation areas, and sensitive wildlife habitat generally are more sensitive to noise.

Existing land uses surrounding the Airport include open space and forestland to the east, south, west, and north; residential uses to the east (in unincorporated El Dorado County); and residential and commercial

[162] Caltrans 2020.
[163] FTA 2018.

uses to the northwest within the City of South Lake Tahoe. While some residential communities do exist in the vicinity of the Airport, none of the proposed projects would be located on or near existing, developed residential properties.

Regulatory Framework

Federal

Federal standards for aircraft noise evaluation are formalized in Title 14 Code of Federal Regulations Part 150 (14 CFR Part 150), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.[164] For aviation noise analyses, the FAA has determined that the 24-hour cumulative exposure of individuals to noise resulting from aviation activities must be established in terms of DNL. However, the FAA recognizes CNEL as an alternative metric for assessing aircraft noise exposure in California.

The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* identifies general assessment construction noise criteria.[165] For residential uses, it identifies a 1-hour L_{eq} of 90 dBA during daytime and 80 dBA during nighttime. For commercial and industrial uses, the criterion is a 1-hour L_{eq} of 100 dBA for both daytime and nighttime.

Federal regulations also establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 CFR part 205, subpart B. The federal truck pass-by noise standard is 80 dB at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

Ground-borne vibration levels resulting from construction activities at a project site are typically estimated using data published by the FTA in its *Transit Noise and Vibration Impact Assessment Manual*.[166] The FTA has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities, which are shown in **Table 11**.

TABLE 11
FTA CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Notes: PPV = Peak particle velocity; in/sec = inches per second
Source: FTA 2018.

In addition, the FTA has also adopted standards associated with human annoyance for ground-borne vibration impacts for the following three land-use categories: Vibration Category 1 – High Sensitivity,

[164] FAA 2006.
[165] FTA 2018.
[166] FTA 2018.

Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment but still have the potential for activity interference. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 12**.

TABLE 12
FTA GENERAL ASSESSMENT CRITERIA FOR GROUNDBORNE VIBRATION

	Impact levels (VdB, micro-inch per second)		
Land Use Category	**Frequent Events [a]**	**Occasional Events [b]**	**Infrequent Events [c]**
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB [d]	65 VdB [d]	65 VdB [d]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

Notes:

VdB is vibration velocity level in decibels.

a. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
d. This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

Source: FTA 2018.

State

California Code of Regulations

California Code of Regulations Title 21, subchapter 6 (California Airport Noise Standard), defines incompatible noise levels as exposure of nearby communities to aircraft noise levels of 65 CNEL or greater. Land use incompatibility is most likely to occur for most types of noise-sensitive uses when they are within the 65 CNEL contour. One of the suggested measures for controlling and reducing noise problems within Title 21 is to develop compatible land uses within the 65 CNEL contour. If residences are sound insulated or refuse sound insulation as part of a residential sound insulation program, they are considered a compatible land use under Title 21.

California Code of Regulations has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as shown in **Table 13**.

The State of California also establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The state pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dB at 15 meters from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

TABLE 13
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS (DNL OR CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-Family Homes, Duplexes, Mobile Homes	50–60	55–70	70–75	above 75
Multifamily Homes	50–65	60–70	70–75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	above 80
Transient Lodging—Motels, Hotels	50–65	60–70	70–80	above 75
Auditoriums, Concert Halls, Amphitheaters	—	50–70	—	above 70
Sports Arenas, Outdoor Spectator Sports	—	50–75	—	above 75
Playgrounds, Neighborhood Parks	50–70	—	67–75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–75	—	70–80	above 80
Office Buildings, Business and Professional, Commercial	50–70	67–77	above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	above 75	—

Notes: CNEL = community noise equivalent level; DNL = day-night average noise level

a. **Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
b. **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
c. **Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
d. **Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research, *State of California General Plan Guidelines*, Appendix D, 2017.

The state has also established noise insulation standards for new multifamily residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dB DNL in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than DNL 60 dB. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

There are no state regulations related to construction-induced vibration. However, the Caltrans consolidated vibration criteria from various sources for assessing the potential damage to structures from ground vibration induced by construction equipment, and these criteria are included in their *Transportation and Construction Vibration Guidance Manual*[167] and summarized in **Table 14**. As shown in this table, the building damage criteria for continuous vibration sources is about half of the criteria for transient sources.

[167] Caltrans 2013.

TABLE 14
CALTRANS VIBRATION GUIDELINES FOR POTENTIAL DAMAGE TO STRUCTURES

Structure Type and Condition	Maximum PPV (in/sec)	
	Transient Sources [a]	Continuous/Frequent Intermittent Sources [b]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Notes: PPV = Peak particle velocity; in/sec = inches per second

a. Transient sources create a single, isolated vibration event, such as blasting or drop balls.
b. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2020.

Groundborne vibration and noise can also disturb people, who are generally more sensitive to vibration during the nighttime hours when sleeping than during daytime waking hours. Numerous studies have been conducted to characterize the human response to vibration. **Table 15** provides Caltrans' guidelines regarding vibration annoyance potential (expressed here as PPV).

TABLE 15
CALTRANS GUIDELINES FOR VIBRATION ANNOYANCE POTENTIAL

Human Response	Maximum PPV (in/sec)	
	Transient Sources [a]	Continuous/Frequent Intermittent Sources [b]
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.1
Severe	2.0	0.4

Notes: PPV = Peak particle velocity; in/sec = inches per second

a. Transient sources create a single, isolated vibration event, such as blasting or drop balls.
b. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2020.

Local

Lake Tahoe Airport is located within the City of South Lake Tahoe within El Dorado County. There are noise-sensitive receivers, such as single-family and multifamily residences and Tahoe Valley RV Resort & Campground in close proximity to the Airport. The single- and multifamily residences are located

within the City of South Lake Tahoe and the campground is located in an unincorporated area of El Dorado County.

El Dorado County

Code of Ordinances

The El Dorado County Code of Ordinances, Section 130.37.020 exempts noise sources of traffic on public roadways, railroad line operations, aircraft in flight, and any other activity where regulation thereof has been preempted by state or federal law. Construction (e.g., construction, alteration, or repair activities) during daytime hours is allowed as long as all construction equipment is equipped with manufacturer-installed muffling devices and maintained in good working order.[168]

General Plan

The Public Health, Safety, and Noise Element of the El Dorado County General Plan provides standards for noise sensitive land uses affected by both transportation and non-transportation sources. For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. As described previously, control of noise from aircraft in flight is preempted by federal laws and regulations.

The Noise Element provides daytime, evening, and nighttime standards for non-transportation sources as shown in **Table 16**. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land uses, etc.

TABLE 16
NOISE LEVEL PERFORMANCE PROTECTION STANDARDS FOR NOISE SENSITIVE LAND USES AFFECTED BY NON-TRANSPORTATION SOURCES

	Daytime (7 a.m. to 7 p.m.)		Evening (7 p.m. to 10 p.m.)		Nighttime (10 p.m. to 7 a.m.)	
Noise Level Descriptor	**Community**	**Rural**	**Community**	**Rural**	**Community**	**Rural**
Hourly L_{eq}, dB	55	50	50	45	45	40
Maximum Level, dB	70	60	60	55	55	50

Notes:

Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.

In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas, the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all effected property owners and approved by the County

Source: El Dorado County, 2019

Policy 6.5.1.11 states that the noise standards outlined in Table 6-2 of the General Plan shall not apply to those activities associated with actual construction of a project as long as such construction occurs

[168] El Dorado County 2025.

between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally recognized holidays.[169]

City of South Lake Tahoe

City Code

Section 6.15.100 requires that when construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that could potentially affect nearby structures occur within 200 feet of existing structures, an analysis shall be conducted of potential vibration levels based on the criteria contained in the City General Plan Update EIR (September 2010). Construction activities shall be designed to avoid or mitigate vibrations above 0.02 in/sec. There is no discussion of construction or operational noise standards in the City code.

Section 6.55.200 of the South Lake Tahoe City Code discusses the airport land use compatibility plan, which contains policies that are intended to prevent the development of new noise sensitive land uses in the vicinity of the Airport (City of South Lake Tahoe, 2025). The proposed project does not involve the development of noise sensitive land uses; therefore, this section of the municipal code is not applicable to the project.

General Plan

Policy HS-6.3 in the City's General Plan Health and Safety Element states that all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers could potentially affect nearby structures.[170] Where these activities occur within 200 feet of existing structures, the City shall require an analysis of vibration impacts. In accordance with the policy, construction operations must be designed to avoid or mitigate for vibrations above 0.02 in/sec.

According to Policy HS-8.1, the City shall require all new non-transportation noise sources to not exceed the exterior noise level standards shown in **Table 17**. These standards shall be measured immediately within the property line of parcels designated as noise-sensitive uses. In instances where a noise-sensitive use is adversely affected by non-transportation noise levels in excess of standards shown in Table 17, per Policy HS-8.2, the City shall require appropriate mitigation to be incorporated into the project's design in order to achieve the standards shown in Table 17, as measured immediately within the property line or within a designated outdoor activity area of the project (at the discretion of the Community Development Director). Policy HS-8.3 states that the City shall not allow any project to increase the overall background noise levels at receiving land uses by three or more decibels (dB) in instances when measured ambient noise levels exceed the hourly equivalent sound level (L_{eq}) standards contained within Table 17.

Tahoe Regional Planning Agency

Chapter 68.3 of the TRPA's Code of Ordinances describes single-event noise level limits for aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles.[171] As the control of noise from aircraft in flight is preempted by federal laws and regulations, the single event noise criteria contained within Chapter 68.3 are not considered applicable to the proposed project.

[169] El Dorado County 2019.
[170] City of South Lake Tahoe 2022.
[171] TRPA 2023.

TABLE 17
EXTERIOR NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION NOISE SOURCES

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq}, dB	55	45

Notes:

1. Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises (e.g., humming sounds, outdoor speaker systems). These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

   The City can impose noise level standards that are more restrictive than those specified above based on determination of existing low ambient noise levels.

   Fixed noise sources which are typically of concern include but are not limited to the following:

HVAC Systems	Cooling Towers/Evaporative Condensers
Pump Stations	Lift Stations
Emergency Generators	Boilers
Steam Valves	Steam Turbines
Generators	Fans
Air Compressors	Heavy Equipment
Conveyor Systems	Transformers
Pile Drivers	Grinders
Drill Rigs	Gas or Diesel Motors
Welders	Cutting Equipment
Outdoor Speakers	Outdoor Speakers Blowers

   The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities including pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

2. For the purposes of this General Plan, transportation noise sources are defined as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Nontransportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, loading docks, etc.

Source: City of South Lake Tahoe 2022.

Thresholds of Significance

Construction Noise

For noise sensitive receptors within the El Dorado County, construction noise is exempted as long as such construction occurs between the hours of 7 a.m. and 7 p.m. Monday through Friday, and between the hours of 8 a.m. and 5 p.m. on weekends and federally recognized holidays.

For noise-sensitive receivers within the City of South Lake Tahoe, a significant impact would result if construction noise exceeds 55 dB hourly L_{eq} at noise sensitive receivers between 7 a.m. and 10 p.m.

Vibration Structural Damage

The City of South Lake Tahoe has defined a vibration impact standard. A vibration impact would occur if the construction activities occur within 200 feet of existing structures and the PPV level exceeds 0.02 in/sec. This threshold is more stringent than the FTA and Caltrans thresholds for both historic structures and buildings of standard construction.

El Dorado County does not have vibration impact standards. Therefore, the standards established by the City of South Lake Tahoe are used for this analysis.

Vibration Human Annoyance

Neither the City of South Lake Tahoe nor El Dorado County have established human annoyance impact standards due to construction vibration. Therefore, the FTA's impact threshold are used for this analysis. For residential and other land uses where people are likely to sleep, the human annoyance impact threshold used is 80 VdB.

Impact Analysis

Topic a

The proposed project includes a series of improvements to the Airport that would occur over approximately a 20-year period. The actual construction duration of the various project components would vary from less than 1 month to 24 months. Proposed project elements include pavement marking and signage improvements, pavement reconstruction and rehabilitation, taxiway modifications, construction and expansion of new hangars and fixed-base operator facilities, construction of a new parking garage, demolition and removal of an existing air traffic control tower, relocation of a weather observation system, installation of a new bike path, electric aircraft charging station, and aircraft wash rack.

Construction activities would include the use of heavy equipment, such as excavators, graders, front-end loaders, asphalt pavers, rollers, dump trucks, bottom dumps, and street sweepers along with the use of smaller power tools, generators, and other sources of noise. Pile driving may be required for the construction of the future parking garage depending on soil conditions. Typical construction phases would include clearing and demolition, excavation and grading, foundation installation, building construction, paving, and finishing. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. As such, construction activity noise levels at the project site would fluctuate depending on the particular type, number, location, and duration of use of the various pieces of construction equipment. Details related to the mix of construction equipment and usage times are not available, as the various elements of the project are still being designed. **Table 18** presents noise levels associated with typical construction equipment that are likely to be used for the proposed project.

Consistent with the general assessment methodology provided by the FTA, this analysis assumes the simultaneous operation of the two noisiest pieces of construction equipment to calculate construction noise levels for comparison with the threshold. For pile driving activities, the simultaneous operation of a pile driver and crane is assumed, which would result in exterior noise levels exceeding the 55 dBA threshold as far as 4,600 feet from pile driving activities. To estimate noise levels from standard construction equipment (other than pile driving), the simultaneous operation of a concrete saw and jackhammer is assumed. This would result in exterior noise levels exceeding the 55 dBA L_{eq} threshold at receptors within 1,630 feet of construction activities. Receptors are located within these distances from proposed project sites and would be exposed to noise levels in excess of the City's impact threshold of 55 dB hourly L_{eq} resulting in a significant impact. **Mitigation Measure NOI-1** is identified to reduce this impact to less than significant. Implementation of Mitigation Measure NOI-1 would be required for pile driving activities occurring within 4,600 feet of noise sensitive receivers and standard construction activities occurring within 1,630 feet of noise sensitive receptors within the City of South Lake Tahoe to ensure construction noise levels of 55 dB hourly L_{eq} or less at the receptors. Implementation of Mitigation Measure NOI-1 would reduce this impact to South Lake Tahoe receptors to less than significant.

TABLE 18
MAXIMUM NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level at 50 Feet (dBA, L_{max})
Air Compressor	78
Backhoe	78
Bore/Drill Rig	84
Chain Saw	84
Compactor	83
Concrete Batch Plant	83
Concrete Mixer Truck	79
Concrete Pump Truck	81
Concrete Saw	90
Crane	81
Dozer	82
Excavator	81
Front End Loader	79
Generator Set	81
Grader	85
Haul Truck	77
Impact and Vibratory Pile Driver	101
Jackhammer	89
Paver	77
Pump	81
Roller	80
Rough Terrain Forklift	83
Scraper	84
Sweeper/Scrubber	82
Tractor	84

Sources: FHWA 2006; FTA 2018.

Construction noise impacts to receptors within El Dorado County would be less than significant as long as construction activities associated with the proposed project take place between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally recognized holidays. It is assumed that the proposed project's construction activities would be limited to these hours, and therefore the impact would be less than significant.

Overall, construction noise impacts of the proposed project would be **less than significant with mitigation incorporated**.

Topic b

Construction equipment associated with the proposed project would generate groundborne vibration. **Table 19** shows the vibration levels associated with the highest vibration generating construction equipment. Vibration levels are provided as PPV expressed in in/sec and root mean square (RMS) velocity expressed as VdB. Based on the information presented in Table 19, impact pile drivers produce maximum vibration at 0.644 in/sec at 25 feet. Pile driving, if found to be necessary, would be used only for construction activities associated with the proposed parking garage. For standard construction equipment anticipated to be used for the proposed project, maximum vibration levels generated would be 0.210 PPV at 25 feet from the use of a vibratory roller. This corresponds to an RMS velocity level of 94 VdB at 25 feet from the source activity.

TABLE 19
VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate PPV (in/sec) at 25 feet	Approximate RMS (VdB) at 25 feet
Pile Driver (impact)	0.644	104
Vibratory Roller	0.210	94
Large Bulldozer, Caisson Drill	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: FTA 2018.

Structure Damage

Vibration from construction activities would have the potential to impact nearby structures and cause structural or cosmetic building damage. As discussed earlier, the City of South Lake Tahoe General Plan identifies a vibration threshold for structural damage at 0.02 in/sec when construction activities occur within 200 feet of structures. **Table 20** presents the distances within which each equipment type would generate vibration levels in excess of 0.02 in/sec.

TABLE 20
DISTANCES EXCEEDING 0.02 IN/SEC THRESHOLD

Equipment	Distance (feet)
Pile Driver (impact)	255
Vibratory Roller	120
Large Bulldozer	70
Loaded Trucks	65
Jackhammer	40
Small Bulldozer	10

Source: Table compiled by ESA in 2025.

If the distances separating construction equipment from nearby structures are less than the distances presented in Table 20, the City's building damage vibration threshold would be exceeded resulting in potential structural damage. There are no offsite structures within 255 feet of the proposed parking garage where pile driving is likely to occur or within 120 feet of project construction areas where non-pile driving equipment would be used. However, there are structures on Airport property that could be affected. The Airport Terminal building, which is eligible for listing on the California Register as a historic building, is located approximately 60 feet from the location of the proposed parking structure where pile driving activities could occur. At this distance, pile driving would result in a vibration level of 0.17 in/sec, which would exceed the City of South Lake Tahoe vibration impact threshold of 0.02 in/sec and result in a potentially significant impact.

Mitigation Measure NOI-2 is identified to reduce vibration impact from pile driving activities at the proposed parking structure to nearby structures, primarily the Airport Terminal. Therefore, the vibration impact from construction would be **less than significant with mitigation incorporated**.

Human Annoyance

Construction vibration could annoy people within a building primarily through sleep disturbance at night. Therefore, receptors for human annoyance include residences, hotels, motels, and other land uses where people sleep. The FTA vibration impact threshold for human annoyance at Category 2 land uses including residences and buildings where people sleep is 80 VdB for infrequent events such as construction activities. The RMS value of a vibratory roller at 25 feet would be 94 VdB. In order to be greater than 80 VdB, a vibratory roller needs to be within 80 feet of a receptor. There are no residences or other Category 2 land uses within 80 feet of the project construction areas. Besides, construction activities would be limited to daytime hours consistent with El Dorado County noise ordinance restrictions. Therefore, the human annoyance impact from construction vibration would be **less than significant**.

Topic c

Airport land use compatibility plans (ALUCPs) are adopted by airport land use commissions (ALUCs) and ensure compatibility of airport operations with land use planning in the surrounding communities affected by airport noise and safety concerns. The objectives of compatible land use planning are to encourage land uses that are generally considered to be incompatible with airports (such as residential, schools, and churches) to be located away from airports and to encourage land uses that are more compatible (such as industrial and commercial uses) to be located in the vicinity of airports. The City of South Lake Tahoe Planning Commission, acting in its capacity as the South Lake Tahoe ALUC, adopted an updated ALUCP on September 12, 2019, for the environs of South Lake Tahoe Airport, which identifies the Airport influence area with land uses exposed to aircraft noise above CNEL 65 dB and noise compatibility policies.[172]

Compatible land use planning is an important consideration during the master planning process that involves changes to aircraft operations thereby resulting in a change in the extent of surrounding land uses affected within the 65 CNEL contour. However, implementation of the proposed project would not result in any changes to aircraft operations, runway use, or the types or number of aircraft operating at the Airport. Therefore, there would be no change to the extent of incompatible land uses within the CNEL

[172] South Lake Tahoe ALUC 2019.

65 dB contour in the Airport vicinity covered under the airport land use plan with implementation of the proposed project, and implementation of the proposed project would not result in additional people residing or working in the airport land use plan area who would be exposed to excessive aircraft noise levels.

All proposed project components would be located on Airport property and would not introduce any new residents to the project area. In summary, implementation of the proposed project would not expose people residing or working in an airport land use plan area to excessive noise levels and this impact would be **less than significant**.

Mitigation Measures

NOI-1: Implement Construction Noise Mitigation Plan. Construction contractors shall be required to implement a Construction Noise Mitigation Plan to ensure that noise levels at sensitive receptors within the City of South Lake Tahoe will not experience noise levels more than 55 dBA L_{eq} during project construction to comply with the established City of South Lake Tahoe General Plan requirements. Noise reduction measures implemented may include but not be limited to the following measures.

- Ensure that all heavy construction equipment include manufacturer approved/supplied mufflers and other standard noise-reducing engine devices.
- Use "quiet" pile driving methods such as hydraulic pressing, vibratory hammers, or pre-augering to reduce noise.
- Use acoustic barriers and noise curtains around high noise generating stationary equipment.
- Minimize heavy equipment engine idling whenever possible.
- Stage all heavy construction as far away as possible from noise sensitive uses.
- Limit construction operations to between the hours of 7 a.m. and 7 p.m., Monday through Friday, between the hours of 8 a.m. and 5 p.m. on weekends, and on federally recognized holidays.
- Erect temporary noise barriers to block a line-of-sight between construction equipment and noise sensitive receivers when it is feasible and practical.

NOI-2: Construction Vibration Minimization Plan. Before the issuance of any demolition, grading, or building permit (whichever comes first) for work within 200 feet of an existing structure, the project sponsor shall submit a Construction Vibration Minimization Plan prepared by an acoustical and/or structural engineer or other appropriate qualified professional to the City for review and approval.

The Construction Vibration Minimization Plan shall establish pre-construction baseline conditions and threshold levels of vibration that could damage structures located within 200 feet of construction. The plan shall also include measures to limit vibration from construction equipment when operating within 200 feet of structures to achieve a performance standard of 0.02 in/sec as required by the City of South Lake Tahoe General Plan Policy HS-6.3. Measures may include but not be limited to:

- Prohibit impact, sonic, or vibratory pile driving methods where feasible. Drilled piles cause lower vibration levels where geological conditions permit their use.

- Limit other vibration-inducing equipment to the extent feasible.
- Submit a list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams) to the City. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring.
- Where vibration-inducing equipment is deemed necessary for construction work within 200 feet of a structure, include details outlining implementation of continued vibration monitoring.

All construction contracts and approved plans shall include notes with reviewer-identified limitations and diagrams to avoid impacts on historic resources.

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Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIV. POPULATION AND HOUSING — Would the project:				
a) 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Impact Analysis

Topics a and b

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements that would occur over approximately a 20-year period. The proposed project is intended to improve the safety of existing Airport operations, meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demands. Implementation of the proposed project would not result in the construction of new residences; as such, it would not induce residential growth. While a limited number of new buildings and facilities would be constructed with implementation of the proposed project, the project is not anticipated to result in an increase in Airport employees. The proposed project would not result in the displacement of any housing or necessitate the construction of replacement housing. Therefore, impacts related to population and housing would be **less than significant**.

Mitigation Measures

None required.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XV. PUBLIC SERVICES —				
a) 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 following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Impact Analysis

Topic a.i

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements that would occur over approximately a 20-year period. Airside improvements would take place within aircraft movement areas that include the runway and taxiway system and the FAA-defined protected areas that encompass them. Landside improvements would take place outside of the main aircraft movement area and include facilities that are used for aircraft storage, aircraft parking, terminal facilities, automobile parking, and airport access. The proposed project is intended to improve the safety of existing Airport operations, meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demands. Implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees.

The proposed project would not result in a substantial need for fire protection facilities or new or physically altered government facilities. The proposed project would not increase the level of aircraft operations or the number of employees; therefore, existing fire protection facilities and services would be minimally affected. For fire protection services, the Airport is served by South Lake Tahoe Fire Rescue. The nearest fire station is South Lake Tahoe Fire Rescue Station Three, which serves as the administration headquarters and is located at 2101 Lake Tahoe Boulevard in South Lake Tahoe, approximately 1.6 miles to the north of the Airport. The buildings envisioned in the proposed project would be required to meet the fire flow and fire safety requirements per the FAA and the City of South Lake Tahoe and would be designed to meet access requirements for fire and emergency vehicles and personnel. Therefore, this impact would be **less than significant**.

Topic a.ii

It is not anticipated that the proposed project would result in any additional security needs. For police services, the Airport is served by the South Lake Tahoe Police Department, and their headquarters is located at 1352 Johnson Boulevard in South Lake Tahoe, approximately 3.7 miles to the northeast of the

Airport. The proposed project would not result in the construction of residential units or result in an increase in Airport employees. Therefore, the proposed project would not induce a need to alter any existing police facility or a need to construct a new police facility. This impact would be **less than significant**.

Topic a.iii

The proposed project would not result in the construction of residential units nor generate any residential population and would therefore not induce a need to alter any school facilities or construct any school facilities. There would be **no impact**.

Topic a.iv

The proposed project would not result in the construction of residential units nor generate any residential population. The proposed project does not include any parks and would not generate the need for new or altered park or recreation facilities. There would be **no impact**.

Topic a.v

The proposed project would involve a series of improvements within the Airport largely focused on improving and replacing existing facilities. The proposed project would not result in the construction of residential units nor generate any residential population and would therefore not induce a need to alter any additional government facilities. There would be **no impact**.

Mitigation Measures

None required.

Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVI. RECREATION —				
a) 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?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐

Impact Analysis

Topics a and b

The proposed project would involve a series of improvements within the Airport property largely focused on improving and replacing existing facilities. The proposed project would not result in the construction of residential units nor generate any residential population that would increase the use of existing neighborhood and regional parks or other recreational facilities. As discussed in the Project Description, the proposed project includes construction of segments of a future bicycle path that would occur within the Airport property boundary. The physical environmental effects of the construction of the bicycle path segments are addressed in the applicable topical sections of this initial study. Impacts related to recreation would be **less than significant**.

Mitigation Measures

None required.

Transportation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

Regulatory Framework

Local

Tahoe Regional Planning Agency Regional Plan Transportation Element

The bi-state compact and TRPA Regional Plan calls for the development of an integrated transportation plan addressing all modes of travel to reduce dependency on the automobile, reduce air pollution that is caused by motor vehicles, and provide public transportation and public programs and projects related to transportation. The TRPA Regional Plan Transportation Element includes transportation goals, policies, and implementation measures that address multiple aspects of transportation planning and interact to create a successful multi-modal transportation system.

The TRPA is designated as the Tahoe Metropolitan Planning Organization (TMPO) for state and federal transportation planning. In addition to fulfilling the bi-state compact's directives, as the TMPO, TRPA is required to develop a long-range Regional Transportation Plan (RTP) consistent with federal transportation laws. The RTP must also meet statutory requirements in California through the adoption of a Sustainable Communities Strategy (SCS). The SCS lays out a plan for reducing passenger vehicle related greenhouse gas (GHG) emissions in California. The goals and policies of the RTP are identical to those in the Regional Plan Transportation Element. In addition to goals and policies, the RTP also includes a detailed transportation improvement strategy, predicated on received or forecasted funding.

Impact Analysis

Topic a

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements that would occur over approximately a 20-year period. Airside improvements would take place within aircraft movement areas that include the runway and taxiway system and the FAA-defined protected areas that encompass them. Landside improvements would take place outside of the main aircraft movement area and include facilities that are used for aircraft storage, aircraft parking, terminal facilities, automobile parking, and airport access. The proposed project is intended to improve the safety of existing Airport operations, meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demands. Implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees. The

proposed project would not conflict with the goals, policies, and implementation measures of the TRPA Regional Plan Transportation Element or the RTP. This impact would be **less than significant**.

Topic b

CEQA Guidelines Section 15064.3, Determining the Significance of Transportation Impacts, describes specific considerations for evaluating a project's transportation impacts and states that, generally, vehicle miles traveled (VMT), which refers to the amount and distance of automobile travel attributable to a project, is the most appropriate measure of transportation impacts. Section 15064.3, subdivision (b) states that transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. As discussed above, implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees. Consequently, the proposed project would not result in an increase in VMT. The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). This impact would be **less than significant**.

Topic c

The proposed project would only result in operational changes and would not alter any existing facilities or infrastructure in a manner that would increase hazards. There would be **no impact** related to this significance criterion.

Topic d

The proposed project would not alter existing roadways or require roadway lane closures. Implementation of the proposed project would not create obstacles within the Airport property that would hinder response to emergencies within the Airport. This impact would be **less than significant**.

Mitigation Measures

None required.

References

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Tribal Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources 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:				
i) 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	☐	☒	☐	☐
ii) 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.	☐	☒	☐	☐

Regulatory Framework

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." A resource, either an individual property or a contributor to a historic district, may be listed in the California Register if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on National Register criteria, and retains sufficient integrity to reflect its historical significance:

- It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- It is associated with the lives of persons important in our past.
- It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- It has yielded, or may be likely to yield, information important in history or prehistory.

Typically, an archaeological site in California is recommended eligible for listing in the California Register based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. However, archaeological sites may also be recommended eligible under California Register Criteria 1, 2, and/or 3.

As with traditional cultural properties in the National Register, identification of tribal cultural resources for the California Register emphasizes a place or a feature's value and significance to living communities. Assembly Bill (AB) 52, summarized below, further clarified this designation process.

Public Resources Code

AB 52, enacted in September 2014, amended CEQA to explicitly recognize that California Native American tribes have expertise with regard to their tribal history and practices. AB 52 has been codified as Public Resources Code sections 21080.3.1, 21074 and 21084.2, and established a new category of cultural resources known as tribal cultural resources in order for state and local agencies to consider tribal cultural values when determining impacts on cultural resources. Public Resources Code section 21074(a) defines a *tribal cultural resource* as any of the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - Included or determined to be eligible for inclusion in the California Register; or
  - Included in a *local register of historical resources*, as defined in Public Resources Code section 5020.1(k).[173]
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code section 5024.1(c).[174] In applying these criteria, the lead agency would consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of CEQA section 21074(a)[175] also is a tribal cultural resource if the landscape is geographically defined in terms of the size and scope.
- An historical resource as described in CEQA section 21084.1,[176] a unique archaeological resource as defined in CEQA section 21083.2,[177] or a non-unique archaeological resource as defined in CEQA section 21083.2[178] may also be a tribal cultural resource if it meets the criteria of CEQA section 21074(a).

[173] Public Resources Code section 5020.1(k) defines "local register of historical resources" as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution."

[174] The criteria set forth in Public Resources Code section 5024.1(c) include whether a resource: "(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. (2) Is associated with the lives of persons important in our past. (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values. (4) Has yielded, or may be likely to yield, information important in prehistory or history."

[175] A cultural landscape meets the criteria of Public Resources Code section 21074(a) if it either is "included or determined to be eligible for inclusion in the California Register of Historical Resources" or is "included in a local register of historical resources" pursuant to section 5020.1(k).

[176] Public Resources Code section 21084.1 defines an *historical resource* as "a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources."

[177] Public Resources Code section 21083.2(g) defines *unique archaeological resource* as "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person."

[178] Public Resources Code section 21083.2(h) defines *nonunique archaeological resource* as "an archaeological artifact, object, or site which does not meet the criteria in subdivision (g)."

AB 52 requires lead agencies to analyze project impacts on "tribal cultural resources" separately from archaeological resources,[179] in recognition that archaeological resources have cultural values beyond their ability to yield data important to prehistory or history. AB 52 also defines *tribal cultural resources* in Public Resources Code section 21074 (see above), and requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes.[180]

Native American Heritage Commission

The NAHC identifies and manages a catalog of places of special religious or social significance to Native Americans. This database, known as the Sacred Lands File, is a compilation of information on known graves and cemeteries of Native Americans on private lands and other places of cultural or religious significance to the Native American community. The NAHC also performs other duties regarding the preservation and accessibility of sacred sites and burials and the disposition of Native American human remains and burial items.

Public Resources Code sections 5097.9 through 5097.991 describe the duties and role of the NAHC and requires the cooperation of State and local agencies in carrying out their duties with respect to Native American resources.

Health and Safety Code, Sections 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

Other Relevant State Regulations

Sections of the Public Records Act (Government Code sections 6254(r), 6254.10), as well as Health and Safety Code section 7050.5, Penal Code section 622.5, and Public Resources Code section 622.5 provide guidance for protection of archaeological resources and human remains. These codes provide protection from unauthorized excavation, looting, or vandalism; guidance following discovery of human remains; penalty for injuring or destroying objects of historic or archaeological interest; and penalty for unauthorized disturbance or removal of archaeological or historical features.

Impact Analysis

Topic a.i, ii

ESA contacted the California State NAHC on December 17, 2024, to request a search of the NAHC's Sacred Lands File and a list of Native American representatives who may have knowledge of tribal cultural resources in the project site, or interest in the project. The NAHC replied to ESA by email on December 26, 2025, with the statement that the result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. The NAHC response included a list of eight Native American representatives from five tribes who may have knowledge of tribal cultural resources in the project site, or be interested in the project.

[179] PRC Sections 21074 and 21083.09.
[180] PRC Sections 21080.3.1, 21080.3.2, and 21082.3.

As per Public Resources Code sections 21080.3.1, the City has received requests from the Colfax-Todds Valley Consolidated Tribe, Susanville Rancheria, and Washoe Tribe of Nevada and California to be consulted with on the City's projects. The City sent letters via certified mail to representatives of these three tribes on January 25, 2025 inviting them to consult with the City regarding the Master Plan.

As of the publication of this document, the City has not received a response to the request for consultation.

See the *Cultural Resources* section above for a summary of ESA's NCIC records search, background research, pedestrian survey, and archaeological sensitivity analysis.

Based on the results of the NAHC SLF search, tribal outreach, CHRIS records search, and pedestrian survey of the project area, no known tribal cultural resources listed or determined eligible for listing in the California Register, or included in a local register of historical resources as defined in PRC Section 5020.1(k), pursuant to PRC Section 21074(a)(1), would be affected by the proposed project.

However, if any previously unrecorded archaeological resource were identified during ground-disturbing construction activities and were found to qualify as a tribal cultural resource pursuant to PRC Section 21074(a)(1) (determined to be eligible for listing in the California Register or in a local register of historical resources), any impacts of the proposed project on the resource could be potentially significant. Any such potentially significant impacts would be reduced to a less-than-significant level by implementing **Mitigation Measure CUL-1**, **Mitigation Measure CUL-2**, and **Mitigation Measure CUL-3**. Thus, any potential impacts to tribal cultural resources associated with the proposed project would be **less than significant with mitigation incorporated**.

Mitigation Measures

See *Cultural Resources* section for mitigation measures.

References

North Central Information Center. Records Search File No. ELD-24-122. On file, ESA, December 18, ESA.

Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which 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?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

Topics a through c

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements that would occur over approximately a 20-year period. While the proposed project would include development of new facilities, implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees. The proposed improvements are intended to improve existing Airport operations and would neither individually nor collectively result in increases in wastewater generation or water demand that would require or result in the construction of new water or wastewater treatment facilities, expansion of existing facilities, or exceed wastewater treatment requirements. This impact would be **less than significant**.

Topics d and e

Implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees. Construction of individual project elements over a 20-year period would generate construction waste, but the volume of waste produced would not be anticipated to exceed the capacity of landfills that serve Airport. All solid waste generated by the proposed project would be required to meet federal, state, and local regulations regarding solid waste. This impact would be **less than significant**.

Mitigation Measures

None required.

Wildfire

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Require the installation or maintenance 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?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐

Regulatory Framework

Federal

National Fire Protection Association

The National Fire Protection Association (NFPA) is a non-profit organization with a mission to eliminate death, economic loss, and property damage from fire, electrical and associated hazards. The NFPA design, building and installation criteria includes 300 codes and standards which aim to minimize the risk of fire incidents.

NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, establishes a recommended response time for dispatched incidents. The NFPA recommends that fire departments respond to emergency calls within six minutes of receiving the call, 90 percent of the time.

State

California Health and Safety Code

Section 13000 of the California Health and Safety Code outlines state fire regulations such as building standards, fire notification systems, fire protection devices (extinguishers and smoke alarms), high-rise building standards, and childcare facilities standards. The State Fire Marshall is responsible for enforcing the regulations and standards outlined in Section 13000 of the California Health and Safety Code.

Emergency Response

Pursuant to the Emergency Services Act, California has developed an Emergency Plan to coordinate emergency services provided by federal, state, and local governmental agencies and private persons. Response to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services, which coordinates the responses of other agencies, including the USEPA,

the CHP, CDFW, the RWQCB (in this case, the Lahontan RWQCB), the local air districts (in this case, EDCAQMD) and local agencies. The State Emergency Plan defines the "policies, concepts, and general protocols" for the proper implementation of the California Standardized Emergency Management System (SEMS). The SEMS is an emergency management protocol that agencies within the State of California must follow during multi-agency response efforts whenever state agencies are involved.

California Public Resources Code

California Public Resources Code Sections 4201 through 4204 require (CAL FIRE to prepare fire hazard severity zone (FHSZ) maps for all lands within State Responsibility Areas (SRAs)[181] and to make recommendations for such zones in Local Responsibility Areas (LRAs).[182] Each zone is to embrace relatively homogeneous lands and is to be based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified as a major cause of wildfire spread.

California Building Code

In January of 2008, California officially switched from the Uniform Building Code to the International Building Code (IBC). The IBC specifies construction standards to be used in urban interface and wildland areas where there is an elevated threat of fire.

Local

Lake Tahoe Basin Community Wildfire Protection Plan

The Lake Tahoe Basin Community Wildfire Protection Plan (CWPP) was completed in February 2025.[183] The updated plan addresses the region's evolving wildfire risks, focusing on fuels reduction, preparedness, structural ignitability, and wildfire response. The CWPP is a community-driven plan that prioritizes wildfire risk reduction, using local input and data to guide fuel reduction, improve preparedness, and address structural ignitability. The CWPP is not an evacuation plan. The CWPP identifies areas needing fuel reduction treatments, supports funding requirements for project implementation, and offers educational opportunities to help the public understand wildfire prevention. It also outlines actions homeowners and communities can take to reduce wildfire risk.

Lake Tahoe Regional Evacuation Plan

The Lake Tahoe Regional Evacuation Plan describes the strategies for managing evacuations that exceed the day-to-day capabilities of the various public safety agencies in the Lake Tahoe Basin. The Sheriff's Office or law enforcement agency with jurisdiction is charged with the responsibility of evacuation in response to a major event threatening the life safety of residents and visitors. With a special emphasis placed on the wildland fire threat, the strategies outlined in the Regional Evacuation Plan are designed using an all-hazards approach to preparing for and managing evacuations. The Regional Evacuation Plan is designed to be applied in any event regardless of the threat or hazard that precipitates the need to evacuate an area. The Regional Evacuation Plan was developed by the cooperative efforts of the Lake Tahoe Fire Chiefs and Lake Tahoe Law Enforcement agencies and is intended to provide the public with

[181] State Responsibility Areas are designated geographic areas in California where the State of California, specifically CAL FIRE, is financially responsible for preventing and suppressing wildfires.

[182] In Local Responsibility Areas, fire protection is primarily the responsibility of local government agencies, such as city or county fire departments. CAL FIRE does not directly provide fire protection services in LRAs, though they may offer support or guidance.

[183] Tahoe Resource Conservation District, 2025, *Lake Tahoe Basin Community Wildfire Protection Plan*.

critical information related to evacuations and is considered a living document that will be updated from time to time.[184]

Impact Analysis

Topic a

The Airport is located in an area designated by CAL FIRE as a Very High Fire Hazard Severity Zone (FHSZ) under local responsibility (South Lake Tahoe Fire Rescue) as recommended by the State Fire Marshal on February 10, 2025.[185]

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements that would occur over approximately a 20-year period. Airside improvements would take place within aircraft movement areas that include the runway and taxiway system and the FAA-defined protected areas that encompass them. Landside improvements would take place outside of the main aircraft movement area and include facilities that are used for aircraft storage, aircraft parking, terminal facilities, automobile parking, and airport access. The proposed project is intended to improve the safety of existing Airport operations, meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demands. Implementation of the proposed project would not result in an increase in aircraft operations or an increase in the number of Airport employees.

All project construction activities would occur on the Airport property and not on public roads. Construction activities would not require a large number of vehicles and no roads would be closed or restricted. The Airport is required to comply with numerous state and local regulations as described in the Regulatory Framework above that are designed to reduce fire danger and ensure adequate emergency accesses and response. Neither construction nor operation of the proposed project would impair an adopted emergency response plan or emergency evacuation plan. The impact would be **less than significant**.

Topic b

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements within the existing developed Airport property. The Airport is required to comply with numerous state and local regulations as described in the Regulatory Framework above that are designed to reduce fire danger. Neither construction nor operation of the proposed project would exacerbate wildfire risks. The impact would be **less than significant**.

Topic c

The proposed project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. The impact would be **less than significant**.

Topic d

The proposed project comprises a long-range plan for Airport development that includes both airside and landside improvements within the existing developed Airport property. The Airport is required to comply

[184] Lake Tahoe Fire Chiefs Association, 2024, *Lake Tahoe Regional Evacuation Plan*, September 10, 2024.
[185] California Department of Forestry and Fire Protection (CAL FIRE), 2025, Fire Hazard Severity Zones.

with numerous state and local regulations as described in the Regulatory Framework above that are designed to reduce fire danger. Neither construction nor operation of the proposed project would 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. The impact would be **less than significant**.

Mitigation Measures

None required.

References

California Department of Forestry and Fire Protection (CAL FIRE). 2025. *Fire Hazard Severity Zones*.

Lake Tahoe Fire Chiefs Association. 2024. *Lake Tahoe Regional Evacuation Plan*. September 10, 2024.

Tahoe Resource Conservation District. 2025. *Lake Tahoe Basin Community Wildfire Protection Plan*.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) 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?	☐	☒	☐	☐
b) 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)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

Topics a and c

With the incorporation of mitigation measures, the proposed project would not 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, or threaten to eliminate a plant or animal community. The proposed project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory. With implementation of the mitigation measures described in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, and the impact would be **less than significant with mitigation incorporated**.

Topic b

The impacts of the proposed project are mitigated to a less-than-significant level, limited to the construction phase of the proposed project, and generally site specific. No other projects are proposed that would overlap or interact with the proposed project. The cumulative impact of the proposed project is **less than significant with mitigation incorporated**.

Appendix A
Air Quality Technical Work

A-1 CalEEMod Output

TVL TRPA CEQA Documentation Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	TVL TRPA CEQA Documentation
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	44.8
Location	38.89416147771169, -119.9963541030523
County	El Dorado-Lake Tahoe
City	South Lake Tahoe
Air District	El Dorado County AQMD
Air Basin	Lake Tahoe
TAZ	417
EDFZ	0-A
Electric Utility	Liberty Utilities
Gas Utility	Southwest Gas Corp.
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Light Industry	4.50	1000sqft	0.10	4,500	0.00	—	—	Ground Service Equipment (GSE) Facility

Parking Lot	38.0	1000sqft	0.87	0.00	0.00	—	—	Bike Path
General Light Industry	18.2	1000sqft	0.42	18,200	0.00	—	—	Box Hanger
General Light Industry	0.63	1000sqft	0.01	625	0.00	—	—	Elecetrical Vault
Enclosed Parking with Elevator	61.7	1000sqft	1.42	61,685	0.00	—	—	Airport Parking Garage
Parking Lot	1.93	1000sqft	0.04	0.00	0.00	—	—	Surface Pad for EV Charger
General Light Industry	1.60	1000sqft	0.04	1,600	0.00	—	—	Aircraft Wash Rack
Parking Lot	106	1000sqft	2.42	0.00	0.00	—	—	Taxiway and Pavement Removal and Reconstruction
General Light Industry	0.50	1000sqft	0.01	500	0.00	—	—	ASOS

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-B	Water Active Demolition Sites

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.49	1.26	10.6	14.6	0.03	0.38	17.5	17.9	0.35	1.78	2.14	—	2,891	2,891	0.11	0.07	1.63	2,916
Mit.	1.49	1.26	10.6	14.6	0.03	0.38	17.5	17.9	0.35	1.78	2.14	—	2,891	2,891	0.11	0.07	1.63	2,916

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	34.3	34.3	47.5	29.6	0.13	1.24	213	214	1.14	22.9	24.0	—	18,590	18,590	0.22	2.39	0.57	19,306
Mit.	34.3	34.3	47.5	29.6	0.13	1.24	206	207	1.14	21.9	23.0	—	18,590	18,590	0.22	2.39	0.57	19,306
% Reduced	—	—	—	—	—	—	3%	3%	—	4%	4%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.05	2.03	10.9	11.6	0.03	0.36	24.3	24.7	0.33	2.93	3.26	—	3,330	3,330	0.09	0.23	1.15	3,401
Mit.	2.05	2.03	10.9	11.6	0.03	0.36	23.9	24.3	0.33	2.87	3.20	—	3,330	3,330	0.09	0.23	1.15	3,401
% Reduced	—	—	—	—	—	—	2%	2%	—	2%	2%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.37	0.37	1.98	2.12	< 0.005	0.07	4.44	4.50	0.06	0.53	0.59	—	551	551	0.01	0.04	0.19	563
Mit.	0.37	0.37	1.98	2.12	< 0.005	0.07	4.37	4.43	0.06	0.52	0.58	—	551	551	0.01	0.04	0.19	563
% Reduced	—	—	—	—	—	—	2%	2%	—	2%	2%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.49	1.26	10.6	14.6	0.03	0.38	17.5	17.9	0.35	1.78	2.14	—	2,891	2,891	0.11	0.07	1.63	2,916
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	3.84	3.23	47.5	29.6	0.13	1.24	213	214	1.14	22.9	24.0	—	18,590	18,590	0.22	2.39	0.57	19,306
2027	34.3	34.3	10.1	14.7	0.03	0.34	17.5	17.8	0.31	1.78	2.10	—	2,882	2,882	0.11	0.07	0.04	2,905
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.26	1.06	10.9	11.6	0.03	0.36	24.3	24.7	0.33	2.93	3.26	—	3,330	3,330	0.09	0.23	1.15	3,401
2027	2.05	2.03	1.04	1.55	< 0.005	0.04	1.34	1.37	0.04	0.14	0.17	—	272	272	0.01	0.01	0.05	274
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.23	0.19	1.98	2.12	< 0.005	0.07	4.44	4.50	0.06	0.53	0.59	—	551	551	0.01	0.04	0.19	563
2027	0.37	0.37	0.19	0.28	< 0.005	0.01	0.24	0.25	0.01	0.02	0.03	—	45.0	45.0	< 0.005	< 0.005	0.01	45.3

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.49	1.26	10.6	14.6	0.03	0.38	17.5	17.9	0.35	1.78	2.14	—	2,891	2,891	0.11	0.07	1.63	2,916
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.84	3.23	47.5	29.6	0.13	1.24	206	207	1.14	21.9	23.0	—	18,590	18,590	0.22	2.39	0.57	19,306
2027	34.3	34.3	10.1	14.7	0.03	0.34	17.5	17.8	0.31	1.78	2.10	—	2,882	2,882	0.11	0.07	0.04	2,905
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.26	1.06	10.9	11.6	0.03	0.36	23.9	24.3	0.33	2.87	3.20	—	3,330	3,330	0.09	0.23	1.15	3,401
2027	2.05	2.03	1.04	1.55	< 0.005	0.04	1.34	1.37	0.04	0.14	0.17	—	272	272	0.01	0.01	0.05	274
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.23	0.19	1.98	2.12	< 0.005	0.07	4.37	4.43	0.06	0.52	0.58	—	551	551	0.01	0.04	0.19	563
2027	0.37	0.37	0.19	0.28	< 0.005	0.01	0.24	0.25	0.01	0.02	0.03	—	45.0	45.0	< 0.005	< 0.005	0.01	45.3

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.72	2.29	20.7	19.0	0.03	0.84	—	0.84	0.78	—	0.78	—	3,427	3,427	0.14	0.03	—	3,438
Demolition	—	—	—	—	—	—	18.8	18.8	—	2.85	2.85	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.13	1.04	< 0.005	0.05	—	0.05	0.04	—	0.04	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	1.03	1.03	—	0.16	0.16	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.02	0.21	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	0.19	0.19	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.71	0.00	0.00	5.66	5.66	0.00	0.58	0.58	—	88.4	88.4	0.01	< 0.005	0.01	90.0
Vendor	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	0.00
Hauling	0.48	0.36	26.8	3.40	0.10	0.29	189	189	0.29	19.5	19.8	—	15,075	15,075	0.01	2.36	0.56	15,778
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.27	0.27	0.00	0.03	0.03	—	4.85	4.85	< 0.005	< 0.005	0.01	4.94
Vendor	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	0.00
Hauling	0.03	0.02	1.45	0.18	0.01	0.02	9.09	9.10	0.02	0.94	0.96	—	826	826	< 0.005	0.13	0.51	865
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.27	0.03	< 0.005	< 0.005	1.66	1.66	< 0.005	0.17	0.18	—	137	137	< 0.005	0.02	0.08	143

3.2. Demolition (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.72	2.29	20.7	19.0	0.03	0.84	—	0.84	0.78	—	0.78	—	3,427	3,427	0.14	0.03	—	3,438
Demolition	—	—	—	—	—	—	12.0	12.0	—	1.82	1.82	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.13	1.04	< 0.005	0.05	—	0.05	0.04	—	0.04	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	0.66	0.66	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	0.12	0.12	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.71	0.00	0.00	5.66	5.66	0.00	0.58	0.58	—	88.4	88.4	0.01	< 0.005	0.01	90.0
Vendor	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	0.00
Hauling	0.48	0.36	26.8	3.40	0.10	0.29	189	189	0.29	19.5	19.8	—	15,075	15,075	0.01	2.36	0.56	15,778
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.27	0.27	0.00	0.03	0.03	—	4.85	4.85	< 0.005	< 0.005	0.01	4.94
Vendor	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	0.00
Hauling	0.03	0.02	1.45	0.18	0.01	0.02	9.09	9.10	0.02	0.94	0.96	—	826	826	< 0.005	0.13	0.51	865
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.27	0.03	< 0.005	< 0.005	1.66	1.66	< 0.005	0.17	0.18	—	137	137	< 0.005	0.02	0.08	143

3.3. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316

Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.80	0.79	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	0.83	0.00	0.00	6.60	6.60	0.00	0.67	0.67	—	103	103	0.01	0.01	0.01	105

Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.16	0.16	0.00	0.02	0.02	—	2.83	2.83	< 0.005	< 0.005	0.01	2.88
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	0.03	0.03	0.00	< 0.005	< 0.005	—	0.47	0.47	< 0.005	< 0.005	< 0.005	0.48
Vendor	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	0.00
Hauling	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	0.00

3.4. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.80	0.79	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	0.83	0.00	0.00	6.60	6.60	0.00	0.67	0.67	—	103	103	0.01	0.01	0.01	105
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.16	0.16	0.00	0.02	0.02	—	2.83	2.83	< 0.005	< 0.005	0.01	2.88

Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	0.03	0.03	0.00	< 0.005	< 0.005	—	0.47	0.47	< 0.005	< 0.005	< 0.005	0.48
Vendor	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	0.00
Hauling	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	0.00

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.12	7.12	—	3.43	3.43	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.82	0.96	< 0.005	0.04	—	0.04	0.03	—	0.03	—	162	162	0.01	< 0.005	—	163

Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.71	0.00	0.00	5.66	5.66	0.00	0.58	0.58	—	88.4	88.4	0.01	< 0.005	0.01	90.0
Vendor	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	0.00
Hauling	0.20	0.15	11.2	1.41	0.04	0.12	78.5	78.7	0.12	8.12	8.24	—	6,280	6,280	< 0.005	0.98	0.23	6,572
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.27	0.27	0.00	0.03	0.03	—	4.85	4.85	< 0.005	< 0.005	0.01	4.94
Vendor	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	0.00
Hauling	0.01	0.01	0.61	0.08	< 0.005	0.01	3.78	3.79	0.01	0.39	0.40	—	344	344	< 0.005	0.05	0.21	360
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82

Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.11	0.01	< 0.005	< 0.005	0.69	0.69	< 0.005	0.07	0.07	—	57.0	57.0	< 0.005	0.01	0.04	59.7

3.6. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.12	7.12	—	3.43	3.43	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.82	0.96	< 0.005	0.04	—	0.04	0.03	—	0.03	—	162	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.71	0.00	0.00	5.66	5.66	0.00	0.58	0.58	—	88.4	88.4	0.01	< 0.005	0.01	90.0
Vendor	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	0.00
Hauling	0.20	0.15	11.2	1.41	0.04	0.12	78.5	78.7	0.12	8.12	8.24	—	6,280	6,280	< 0.005	0.98	0.23	6,572
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.27	0.27	0.00	0.03	0.03	—	4.85	4.85	< 0.005	< 0.005	0.01	4.94
Vendor	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	0.00
Hauling	0.01	0.01	0.61	0.08	< 0.005	0.01	3.78	3.79	0.01	0.39	0.40	—	344	344	< 0.005	0.05	0.21	360
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.11	0.01	< 0.005	< 0.005	0.69	0.69	< 0.005	0.07	0.07	—	57.0	57.0	< 0.005	0.01	0.04	59.7

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.61	5.63	7.41	0.01	0.22	—	0.22	0.20	—	0.20	—	1,370	1,370	0.06	0.01	—	1,375
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.03	1.35	< 0.005	0.04	—	0.04	0.04	—	0.04	—	227	227	0.01	< 0.005	—	228
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.12	1.46	0.00	0.00	13.8	13.8	0.00	1.41	1.41	—	215	215	0.02	0.01	1.00	220
Vendor	0.02	0.02	0.59	0.19	< 0.005	< 0.005	3.66	3.67	< 0.005	0.38	0.38	—	278	278	< 0.005	0.04	0.63	291
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.15	1.73	0.00	0.00	13.8	13.8	0.00	1.41	1.41	—	216	216	0.02	0.01	0.03	219
Vendor	0.02	0.02	0.61	0.20	< 0.005	< 0.005	3.66	3.67	< 0.005	0.38	0.38	—	278	278	< 0.005	0.04	0.02	290
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.08	0.93	0.00	0.00	6.93	6.93	0.00	0.71	0.71	—	123	123	0.01	0.01	0.25	126
Vendor	0.01	0.01	0.34	0.11	< 0.005	< 0.005	1.84	1.84	< 0.005	0.19	0.19	—	159	159	< 0.005	0.02	0.15	166
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	1.27	1.27	0.00	0.13	0.13	—	20.4	20.4	< 0.005	< 0.005	0.04	20.8
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.34	0.34	< 0.005	0.03	0.04	—	26.3	26.3	< 0.005	< 0.005	0.03	27.5
Hauling	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	0.00

3.8. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.61	5.63	7.41	0.01	0.22	—	0.22	0.20	—	0.20	—	1,370	1,370	0.06	0.01	—	1,375
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.03	1.35	< 0.005	0.04	—	0.04	0.04	—	0.04	—	227	227	0.01	< 0.005	—	228
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.12	1.46	0.00	0.00	13.8	13.8	0.00	1.41	1.41	—	215	215	0.02	0.01	1.00	220
Vendor	0.02	0.02	0.59	0.19	< 0.005	< 0.005	3.66	3.67	< 0.005	0.38	0.38	—	278	278	< 0.005	0.04	0.63	291
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.15	1.73	0.00	0.00	13.8	13.8	0.00	1.41	1.41	—	216	216	0.02	0.01	0.03	219
Vendor	0.02	0.02	0.61	0.20	< 0.005	< 0.005	3.66	3.67	< 0.005	0.38	0.38	—	278	278	< 0.005	0.04	0.02	290
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.08	0.93	0.00	0.00	6.93	6.93	0.00	0.71	0.71	—	123	123	0.01	0.01	0.25	126
Vendor	0.01	0.01	0.34	0.11	< 0.005	< 0.005	1.84	1.84	< 0.005	0.19	0.19	—	159	159	< 0.005	0.02	0.15	166
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	1.27	1.27	0.00	0.13	0.13	—	20.4	20.4	< 0.005	< 0.005	0.04	20.8
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.34	0.34	< 0.005	0.03	0.04	—	26.3	26.3	< 0.005	< 0.005	0.03	27.5
Hauling	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	0.00

3.9. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.57	0.78	< 0.005	0.02	—	0.02	0.02	—	0.02	—	145	145	0.01	< 0.005	—	146
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.14	1.61	0.00	0.00	13.8	13.8	0.00	1.41	1.41	—	212	212	0.01	0.01	0.02	216
Vendor	0.02	0.02	0.57	0.19	< 0.005	< 0.005	3.66	3.67	< 0.005	0.38	0.38	—	272	272	< 0.005	0.04	0.01	284
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.74	0.74	0.00	0.08	0.08	—	12.9	12.9	< 0.005	< 0.005	0.02	13.1
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	16.5	16.5	< 0.005	< 0.005	0.01	17.2
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	2.13	2.13	< 0.005	< 0.005	< 0.005	2.17
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	2.74	2.74	< 0.005	< 0.005	< 0.005	2.85
Hauling	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	0.00

3.10. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.57	0.78	< 0.005	0.02	—	0.02	0.02	—	0.02	—	145	145	0.01	< 0.005	—	146
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.14	1.61	0.00	0.00	13.8	13.8	0.00	1.41	1.41	—	212	212	0.01	0.01	0.02	216
Vendor	0.02	0.02	0.57	0.19	< 0.005	< 0.005	3.66	3.67	< 0.005	0.38	0.38	—	272	272	< 0.005	0.04	0.01	284
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.74	0.74	0.00	0.08	0.08	—	12.9	12.9	< 0.005	< 0.005	0.02	13.1
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	16.5	16.5	< 0.005	< 0.005	0.01	17.2
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	2.13	2.13	< 0.005	< 0.005	< 0.005	2.17
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	2.74	2.74	< 0.005	< 0.005	< 0.005	2.85
Hauling	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	0.00

3.11. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.62	0.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.66	0.00	0.00	5.66	5.66	0.00	0.58	0.58	—	87.0	87.0	0.01	< 0.005	0.01	88.5
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.27	0.27	0.00	0.03	0.03	—	4.77	4.77	< 0.005	< 0.005	0.01	4.85
Vendor	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	0.00
Hauling	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	0.79	0.79	< 0.005	< 0.005	< 0.005	0.80
Vendor	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	0.00
Hauling	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	0.00

3.12. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.62	0.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.66	0.00	0.00	5.66	5.66	0.00	0.58	0.58	—	87.0	87.0	0.01	< 0.005	0.01	88.5
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.27	0.27	0.00	0.03	0.03	—	4.77	4.77	< 0.005	< 0.005	0.01	4.85
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	0.79	0.79	< 0.005	< 0.005	< 0.005	0.80
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	34.1	34.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.34	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.32	0.00	0.00	2.76	2.76	0.00	0.28	0.28	—	42.4	42.4	< 0.005	< 0.005	< 0.005	43.2
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	2.33	2.33	< 0.005	< 0.005	< 0.005	2.37
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.39
Vendor	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	0.00
Hauling	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	0.00

3.14. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	34.1	34.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.34	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.32	0.00	0.00	2.76	2.76	0.00	0.28	0.28	—	42.4	42.4	< 0.005	< 0.005	< 0.005	43.2
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	2.33	2.33	< 0.005	< 0.005	< 0.005	2.37
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.39
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	1/29/2026	5.00	20.0	—
Site Preparation	Site Preparation	1/30/2026	2/13/2026	5.00	10.0	—
Grading	Grading	2/14/2026	3/14/2026	5.00	20.0	—
Building Construction	Building Construction	3/15/2026	1/31/2027	5.00	230	—
Paving	Paving	2/1/2027	3/1/2027	5.00	20.0	—
Architectural Coating	Architectural Coating	3/2/2027	3/30/2027	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20

Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42

Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	8.70	LDA,LDT1,LDT2
Demolition	Vendor	—	5.90	HHDT,MHDT
Demolition	Hauling	216	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	8.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	5.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	8.70	LDA,LDT1,LDT2
Grading	Vendor	—	5.90	HHDT,MHDT
Grading	Hauling	90.1	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	36.6	8.70	LDA,LDT1,LDT2
Building Construction	Vendor	14.3	5.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

Paving	—	—	—	—
Paving	Worker	15.0	8.70	LDA,LDT1,LDT2
Paving	Vendor	—	5.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	7.32	8.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	5.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	8.70	LDA,LDT1,LDT2
Demolition	Vendor	—	5.90	HHDT,MHDT
Demolition	Hauling	216	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	8.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	5.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	8.70	LDA,LDT1,LDT2
Grading	Vendor	—	5.90	HHDT,MHDT
Grading	Hauling	90.1	20.0	HHDT
Grading	Onsite truck	—	—	HHDT

Building Construction	—	—	—	—
Building Construction	Worker	36.6	8.70	LDA,LDT1,LDT2
Building Construction	Vendor	14.3	5.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.70	LDA,LDT1,LDT2
Paving	Vendor	—	5.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	7.32	8.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	5.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	40,913	13,021	12,430

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	376,089	—
Site Preparation	—	—	15.0	0.00	—
Grading	—	14,409	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	4.76

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Light Industry	0.00	0%
Parking Lot	0.87	100%
General Light Industry	0.00	0%
General Light Industry	0.00	0%
Enclosed Parking with Elevator	1.42	100%
Parking Lot	0.04	100%
General Light Industry	0.00	0%
Parking Lot	2.42	100%
General Light Industry	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	453	0.03	< 0.005
2027	0.00	453	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	31.1	annual days of extreme heat
Extreme Precipitation	9.05	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	6.63	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	0	0	0	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	1	1	1	2
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	62.5

AQ-PM	0.58
AQ-DPM	31.5
Drinking Water	18.0
Lead Risk Housing	60.3
Pesticides	0.00
Toxic Releases	7.04
Traffic	33.1
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	87.6
Haz Waste Facilities/Generators	78.8
Impaired Water Bodies	66.7
Solid Waste	75.7
Sensitive Population	—
Asthma	30.2
Cardio-vascular	3.25
Low Birth Weights	97.1
Socioeconomic Factor Indicators	—
Education	45.2
Housing	60.9
Linguistic	22.2
Poverty	64.4
Unemployment	82.7

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—

Above Poverty	38.5730784
Employed	15.56525087
Median HI	16.04003593
Education	—
Bachelor's or higher	39.1505197
High school enrollment	100
Preschool enrollment	60.90080842
Transportation	—
Auto Access	17.1435904
Active commuting	53.94584884
Social	—
2-parent households	19.88964455
Voting	37.53368408
Neighborhood	—
Alcohol availability	58.15475427
Park access	48.76170923
Retail density	35.51905556
Supermarket access	60.19504684
Tree canopy	96.80482484
Housing	—
Homeownership	42.92313615
Housing habitability	44.47581163
Low-inc homeowner severe housing cost burden	17.57987938
Low-inc renter severe housing cost burden	29.94995509
Uncrowded housing	74.48992686
Health Outcomes	—
Insured adults	27.75567817
Arthritis	0.0

Asthma ER Admissions	92.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	5.5
Cognitively Disabled	8.5
Physically Disabled	5.0
Heart Attack ER Admissions	93.6
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	59.8
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	96.3
SLR Inundation Area	0.0
Children	75.0
Elderly	26.8
English Speaking	82.5
Foreign-born	14.3

Outdoor Workers	51.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	85.0
Traffic Density	32.4
Traffic Access	0.0
Other Indices	—
Hardship	56.4
Other Decision Support	—
2016 Voting	47.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	34.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Dust From Material Movement	—

A-2 Energy Calculations

County fuel sales source: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.energy.ca.gov%2Fsites%2Fdefault%2Ffiles%2F2024-10%2F2010-2023_CEC-A15_Results_and_Analysis_ADA.xlsx&wdOrigin=BROWSELINK

Project Construction Fuel Use

Diesel Emissions			
Off-road Equipment	349	MT CO2T	2023 Diesel Sold in CA
Vendor	15	MT CO2T	3,006,777,156 gallons
Hauling	203	MT CO2T	
Total Disel Emissions	567	MT CO2T	
	1000	kg/MT	
Total CO2 Emissions	566990.5533	kg	
			2023 Diesel Sold in El Dorado County
Diesel Fuel Combustion Rate	10.21	kg/gallon	67,000,000 gallons
Total Diesel Fuel Consumption	**55,533**	gallons	
Project Percentage Usage County	0.08%		
Average per Year	27,766	gallons	

Gasoline Emissions			
			2023 Gasoline Sold in CA
Worker	26	MT CO2T	13,584,697,639 gallons
	1000	kg/MT	
Total CO2 Emisions	26291.07932	kg/MT	
Gasoline Combustion Rate	8.78	kg/gallon	2023 Diesel Sold in El Dorado County
Gasoline Consumption	**2,994**	gallons	11,000,000 gallons
Project Percentage Usage County	0.027%		
Average per Year	1,497.21	gallons	

HRA Screening - On-site Project Construction Fuel Use

Diesel Emissions Off-road		
Off-road Equipment	348.9497	MT CO2T
Total Disel Emissions	348.9497	MT CO2T
	1000	kg/MT
Total CO2 Emissions	348949.7	kg
Diesel Fuel Combustion Rate	10.21	kg/gallon
Total Diesel Fuel Consumption	**34,177**	gallons
HRA Threshold	37,000	gallons

Note: (The Climate Registry, 2022) Combustion rates taken from The Climate Registry 2022 default emission factors (Table 2.1)

From CalEEMod Output - CO2e Construction Emissions

	3.1 CO_2e (MT/year)
Annual	0
Off-Road Equipment	31.19224933
Demolition	
Onsite truck	0
Offsite	0
Annual	0
Worker	0.81822111
Vendor	0
Hauling	143.2078295
	3.3

Annual		0
Off-Road Equipment		24.11354895
Dust From Material Movement		
Onsite truck		0
Offsite		0
Annual		0
Worker		0.477295647
Vendor		0
Hauling		0
	3.5	
Annual		0
Off-Road Equipment		26.94154961
Dust From Material Movement		
Onsite truck		0
Offsite		0
Annual		0
Worker		0.81822111
Vendor		0
Hauling		59.65337698
	3.7	
Annual		0
Off-Road Equipment		227.5728604
Onsite truck		0
Offsite		0
Annual		0
Worker		20.81237034
Vendor		27.50497957
Hauling		0
	3.9	
Annual		0
Off-Road Equipment		24.15849485
Onsite truck		0
Offsite		0
Annual		0
Worker		2.169606331
Vendor		2.854398689
Hauling		0
	3.11	21.11
Annual		0
Off-Road Equipment		13.75558933
Paving		
Onsite truck		0
Offsite		0
Hauling		0

Annual		0
Worker		0.803435897
Vendor		0
Hauling		0
	3.13	
Annual		0
Off-Road Equipment		1.215365156
Architectural Coatings		
Onsite truck		0
Offsite		0
Annual		0
Worker		0.391928886
Vendor		0
Hauling		0

Appendix B
Biological Resources Technical References

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Meeks Bay (3912011) OR Emerald Bay (3812081) OR Echo Lake (3812071) OR South Lake Tahoe (3811988) OR Freel Peak (3811978) OR Minden (3811987) OR Woodfords (3811977))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter atricapillus American goshawk	ABNKC12061	None	None	G5	S3	SSC
Accipiter striatus sharp-shinned hawk	ABNKC12020	None	None	G5	S4	WL
Ambystoma macrodactylum sigillatum southern long-toed salamander	AAAAA01085	None	None	G5T4	S2	SSC
Aplodontia rufa californica Sierra Nevada mountain beaver	AMAFA01013	None	None	G5T3T4	S2S3	SSC
Arabis rigidissima var. demota Galena Creek rockcress	PDBRA061R1	None	None	G3T3Q	S1	1B.2
Asio otus long-eared owl	ABNSB13010	None	None	G5	S3?	SSC
Astragalus austiniae Austin's astragalus	PDFAB0F120	None	None	G2G3	S2S3	1B.3
Boechera tularensis Tulare rockcress	PDBRA40130	None	None	G3	S3	1B.3
Bombus morrisoni Morrison bumble bee	IIHYM24460	None	None	G3	S1S2	
Bombus occidentalis western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
Bombus pensylvanicus American bumble bee	IIHYM24260	None	None	G3G4	S2	
Botrychium ascendens upswept moonwort	PPOPH010S0	None	None	G4	S3	2B.2
Botrychium crenulatum scalloped moonwort	PPOPH010L0	None	None	G4	S3	2B.2
Botrychium minganense Mingan moonwort	PPOPH010R0	None	None	G5	S4	4.2
Brasenia schreberi watershield	PDCAB01010	None	None	G5	S3	2B.3
Bruchia bolanderi Bolander's bruchia	NBMUS13010	None	None	G3	S3	4.2
Capnia lacustra Lake Tahoe benthic stonefly	IIPLE03200	None	None	G1	S1	
Carex davyi Davy's sedge	PMCYP033H0	None	None	G3	S3	1B.3
Carex hystericina porcupine sedge	PMCYP036D0	None	None	G5	S2	2B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Carex limosa mud sedge	PMCYP037K0	None	None	G5	S3	2B.2
Catostomus lahontan Lahontan mountain sucker	AFCJC02330	None	None	GNR	S2	SSC
Chaenactis douglasii var. alpina alpine dusty maidens	PDAST20065	None	None	G5T5	S2	2B.3
Claytonia megarhiza fell-fields claytonia	PDPOR030A0	None	None	G5	S2	2B.3
Cypseloides niger black swift	ABNUA01010	None	None	G4	S3	SSC
Desmona bethula amphibious caddisfly	IITRI77010	None	None	G2G3	S2S3	
Draba asterophora var. asterophora Tahoe draba	PDBRA110D1	None	None	G2T2?	S2?	1B.2
Draba asterophora var. macrocarpa Cup Lake draba	PDBRA110D2	None	None	G2T1	S1	1B.1
Elodium blandowii Blandow's bog moss	NBMUS3C011	None	None	G4	S2	2B.3
Empidonax traillii willow flycatcher	ABPAE33040	None	Endangered	G5	S3	
Epilobium howellii subalpine fireweed	PDONA06180	None	None	G4	S4	4.3
Epilobium palustre marsh willowherb	PDONA060R0	None	None	G5	S2	2B.3
Erethizon dorsatum North American porcupine	AMAFJ01010	None	None	G5	S3	
Erigeron miser starved daisy	PDAST3M2K0	None	None	G3?	S3?	1B.3
Eriogonum luteolum var. saltuarium Jack's wild buckwheat	PDPGN083S4	None	None	G5T1	S1	1B.2
Erythranthe carsonensis Carson Valley monkeyflower	PDPHR01020	None	None	G2	S1	1B.1
Fen Fen	CTT51200CA	None	None	G2	S1.2	
Glyceria grandis American manna grass	PMPOA2Y080	None	None	G5	S3	2B.3
Gulo gulo wolverine	AMAJF03010	Threatened	Threatened	G4	S1	FP
Haliaeetus leucocephalus bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP
Helisoma newberryi Great Basin rams-horn	IMGASM6020	None	None	G1	S1S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Lepus americanus tahoensis Sierra Nevada snowshoe hare	AMAEB03012	None	None	G5T3T4Q	S2	SSC
Lepus townsendii townsendii western white-tailed jackrabbit	AMAEB03041	None	None	G5T5	S3?	SSC
Lewisia longipetala long-petaled lewisia	PDPOR040K0	None	None	G2	S2	1B.3
Lithobates pipiens northern leopard frog	AAABH01170	None	None	G5	S2	SSC
Martes caurina sierrae Sierra marten	AMAJF01014	None	None	G4G5T3	S3	
Meesia triquetra three-ranked hump moss	NBMUS4L020	None	None	G5	S4	4.2
Meesia uliginosa broad-nerved hump moss	NBMUS4L030	None	None	G5	S3	2B.2
Myotis thysanodes fringed myotis	AMACC01090	None	None	G4	S3	
Myotis volans long-legged myotis	AMACC01110	None	None	G4G5	S3	
Ochotona princeps schisticeps gray-headed pika	AMAEA0102L	None	None	G5T4	S2S4	
Oncorhynchus clarkii henshawi Lahontan cutthroat trout	AFCHA02081	Threatened	None	G5T3	S2	SSC
Oreocarya crymophila subalpine oreocarya	PDBOR0A0R0	None	None	G3	S3	1B.3
Pandion haliaetus osprey	ABNKC01010	None	None	G5	S4	WL
Pekania pennanti Fisher	AMAJF01020	None	None	G5	S2S3	SSC
Peltigera gowardii western waterfan lichen	NLVER00460	None	None	G3G4	S3	4.2
Phacelia stebbinsii Stebbins' phacelia	PDHYD0C4D0	None	None	G3	S3	1B.2
Picoides arcticus black-backed woodpecker	ABNYF07090	None	None	G5	S2	
Potamogeton robbinsii Robbins' pondweed	PMPOT030Z0	None	None	G5	S3	2B.3
Prosopium williamsoni mountain whitefish	AFCHA03060	None	None	G5	S3	SSC
Rana sierrae Sierra Nevada yellow-legged frog	AAABH01340	Endangered	Threatened	G2	S2	WL
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S3	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Rorippa subumbellata Tahoe yellow cress	PDBRA270M0	None	Endangered	G1	S1	1B.1
Schoenoplectus subterminalis water bulrush	PMCYP0Q1G0	None	None	G5	S3	2B.3
Scutellaria galericulata marsh skullcap	PDLAM1U0J0	None	None	G5	S2	2B.2
Siphateles bicolor pectinifer Lahontan Lake tui chub	AFCJB1303P	None	None	G4T3	S1S2	SSC
Speyeria nokomis carsonensis Carson Valley silverspot	IILEPJ6056	None	None	G3T1T2	S1	
Sphagnum Bog Sphagnum Bog	CTT51110CA	None	None	G3	S1.2	
Stuckenia filiformis ssp. alpina northern slender pondweed	PMPOT03091	None	None	G5T5	S2S3	2B.2
Stygobromus lacicolus Lake Tahoe amphipod	ICMAL05970	None	None	G1	S1	
Stygobromus tahoensis Lake Tahoe stygobromid	ICMAL05A70	None	None	G1	S1	
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Viola purpurea ssp. aurea golden violet	PDVIO04420	None	None	G5T2	S2S3	2B.2
Xanthocephalus xanthocephalus yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

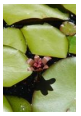
Record Count: 73

Search Results

29 matches found. Click on scientific name for details

Search Criteria: , CRPR is one of [1A:1B:2A:2B] , Quad is one of [3912011:3812081:3812071:3811988:3811978:3811987:3811977]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	CA RARE PLANT RANK	GENERAL HABITATS	MICROHABITATS	LOWEST ELEVATION (FT)	HIGHEST ELEVATION (FT)	PHOTO
Arabis rigidissima var. *demota*	Galena Creek rockcress	Brassicaceae	perennial herb	Jul-Aug	None	None	1B.2	Broadleafed upland forest, Upper montane coniferous forest	Rocky	7400	8400	No Photo Available
Astragalus austiniae	Austin's astragalus	Fabaceae	perennial herb	(May)Jul-Sep	None	None	1B.3	Alpine boulder and rock field, Subalpine coniferous forest	Rocky	8005	9745	No Photo Available
Boechera tularensis	Tulare rockcress	Brassicaceae	perennial herb	(May)Jun-Jul(Aug)	None	None	1B.3	Subalpine coniferous forest, Upper montane coniferous forest	Roadsides (sometimes), Rocky, Slopes	5990	10990	No Photo Available
Botrychium ascendens	upswept moonwort	Ophioglossaceae	perennial rhizomatous herb	(Jun)Jul-Aug	None	None	2B.2	Lower montane coniferous forest, Meadows and seeps	Mesic	3660	9990	 © 2005 Steve Matson
Botrychium crenulatum	scalloped moonwort	Ophioglossaceae	perennial rhizomatous herb	Jun-Sep	None	None	2B.2	Bogs and fens, Lower montane coniferous forest, Marshes and swamps (freshwater), Meadows and seeps, Upper montane coniferous forest		4160	10760	 © 2016 Steve Matson

Brasenia schreberi	watershield	Cabombaceae	perennial rhizomatous herb (aquatic)	Jun-Sep	None	None	2B.3	Marshes and swamps (freshwater)	0	7220	 ©2014 Kirsten Bovee
Carex davyi	Davy's sedge	Cyperaceae	perennial herb	May-Aug	None	None	1B.3	Subalpine coniferous forest, Upper montane coniferous forest	4920	10500	No Photo Available
Carex hystericina	porcupine sedge	Cyperaceae	perennial rhizomatous herb	May-Jun	None	None	2B.1	Marshes and swamps (streambanks)	2000	7875	 ©2014 Robert E. Preston, Ph.D.
Carex limosa	mud sedge	Cyperaceae	perennial rhizomatous herb	Jun-Aug	None	None	2B.2	Bogs and fens, Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Upper montane coniferous forest	3935	8860	 Steve Matson 2009
Chaenactis douglasii var. *alpina*	alpine dusty maidens	Asteraceae	perennial herb	Jul-Sep	None	None	2B.3	Alpine boulder and rock field (granitic)	9400	11155	 © 2008 Steve Matson
Claytonia megarhiza	fell-fields claytonia	Montiaceae	perennial herb	Jul-Sep	None	None	2B.3	Alpine boulder and rock field, Subalpine coniferous forest (gravelly, rocky)	8530	11590	No Photo Available
Draba asterophora var. *asterophora*	Tahoe draba	Brassicaceae	perennial herb	Jul-Aug(Sep)	None	None	1B.2	Alpine boulder and rock field, Subalpine coniferous forest	8205	11500	No Photo Available

Draba asterophora var. *macrocarpa*	Cup Lake draba	Brassicaceae	perennial herb	Jul-Aug(Sep)	None	None	1B.1	Subalpine coniferous forest (rocky)		8205	9235	No Photo Available
Elodium blandowii	Blandow's bog moss	Helodiaceae	moss		None	None	2B.2	Meadows and seeps, Subalpine coniferous forest		6110	8860	 © 2013 Scot Loring
Epilobium palustre	marsh willowherb	Onagraceae	perennial rhizomatous herb	Jul-Sep	None	None	2B.3	Bogs and fens, Meadows and seeps (mesic)		4215	7695	No Photo Available
Erigeron miser	starved daisy	Asteraceae	perennial herb	Jun-Oct	None	None	1B.3	Upper montane coniferous forest (rocky)		6035	8595	No Photo Available
Eriogonum luteolum var. *saltuarium*	Jack's wild buckwheat	Polygonaceae	annual herb	Jul-Sep	None	None	1B.2	Great Basin scrub, Upper montane coniferous forest	Granitic, Sandy	5580	7875	No Photo Available
Erythranthe carsonensis	Carson Valley monkeyflower	Phrymaceae	annual herb	Apr-Jun	None	None	1B.1	Great Basin scrub (openings)	Granitic	4855	4855	 Steve Matson, 2013
Glyceria grandis	American manna grass	Poaceae	perennial rhizomatous herb	Jun-Aug	None	None	2B.3	Bogs and fens, Marshes and swamps (lake margins, streambanks), Meadows and seeps		50	6495	 ©2004 Dean Wm. Taylor
Lewisia longipetala	long-petaled lewisia	Montiaceae	perennial herb	Jul-Aug(Sep)	None	None	1B.3	Alpine boulder and rock field, Subalpine coniferous forest (mesic, rocky)	Granitic	8205	9595	 © 2009 Gary A. Monroe
Meesia uliginosa	broad-nerved hump moss	Meesiaceae	moss	Jul-Oct	None	None	2B.2	Bogs and fens, Meadows and seeps, Subalpine coniferous forest, Upper montane coniferous forest		3970	9200	 ©2013 Scot Loring

Oreocarya crymophila	subalpine oreocarya	Boraginaceae	perennial herb	Jul-Aug	None	None	1B.3	Subalpine coniferous forest (rocky, volcanic)		8530	10500	No Photo Available
Phacelia stebbinsii	Stebbins' phacelia	Hydrophyllaceae	annual herb	May-Jul	None	None	1B.2	Cismontane woodland, Lower montane coniferous forest, Meadows and seeps		2000	6595	No Photo Available
Potamogeton robbinsii	Robbins' pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	Jul-Aug	None	None	2B.3	Marshes and swamps (lakes, deep water)		5020	10825	 ©2014 Dana York
Rorippa subumbellata	Tahoe yellow cress	Brassicaceae	perennial rhizomatous herb	May-Sep	None	CE	1B.1	Lower montane coniferous forest, Meadows and seeps	Decomposed granitic	6200	6250	No Photo Available
Schoenoplectus subterminalis	water bulrush	Cyperaceae	perennial rhizomatous herb (aquatic)	Jun-Aug(Sep)	None	None	2B.3	Bogs and fens, Marshes and swamps (montane lake margins)		2460	7380	 Dean Wm. Taylor (1996)
Scutellaria galericulata	marsh skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Sep	None	None	2B.2	Lower montane coniferous forest, Marshes and swamps, Meadows and seeps (mesic)		0	6890	 © 2021 Scot Loring
Stuckenia filiformis ssp. *alpina*	northern slender pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	May-Jul	None	None	2B.2	Marshes and swamps (shallow freshwater)		985	7055	 Dana York (2016)
Viola purpurea ssp. *aurea*	golden violet	Violaceae	perennial herb	Apr-Jun	None	None	2B.2	Great Basin scrub, Pinyon and juniper woodland	Sandy	3280	8205	No Photo Available

Showing 1 to 29 of 29 entries

Go to top

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2025. Rare Plant Inventory (online edition, v9.5.1). Website https://www.rareplants.cnps.org [accessed 2 June 2025].

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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

In Reply Refer To: 06/02/2025 23:07:40 UTC
Project Code: 2025-0104447
Project Name: Lake Tahoe Airport Master Plan

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated 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 (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, 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 Act, 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 IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act 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 Act 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 (or other undertakings having similar physical impacts) 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. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal 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: https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service (fws.gov).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- 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

Project Code: 2025-0104447
Project Name: Lake Tahoe Airport Master Plan
Project Type: Airport - Maintenance/Modification
Project Description: The proposed Airport Master Plan update is a long-range plan for airport development that is intended to meet identified facility requirements and Federal Aviation Administration (FAA) design standards. As the owner and operator of Lake Tahoe Airport, the City of South Lake Tahoe is the lead agency responsible for CEQA compliance. The proposed update to Lake Tahoe Airport Master Plan (proposed project) comprises a long-range plan for Airport development that includes both airside and landside improvements. Airside improvements would take place within aircraft movement areas that include the runway and taxiway system and the FAA-defined protected areas that encompass them. Landside improvements would take place outside of the main aircraft movement area and include facilities that are used for aircraft storage, aircraft parking, terminal facilities, automobile parking, and airport access.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.89843115,-119.99521634312376,14z



Counties: El Dorado County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 8 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. Note that 1 of these species should be considered only under certain conditions.

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.

MAMMALS

NAME	STATUS
Gray Wolf *Canis lupus* Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is **final** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/4488	Endangered
North American Wolverine *Gulo gulo luscus* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Species may be present based on transient occurrence as it moves through or too suitable habitat. Effects should be considered to species and projects should consult with the Service, however, depending on the project, consultation may not be necessary. Species profile: https://ecos.fws.gov/ecp/species/5123	Threatened
Sierra Nevada Red Fox *Vulpes vulpes necator* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4252	Endangered

BIRDS

NAME	STATUS
California Spotted Owl *Strix occidentalis occidentalis* Population: Sierra Nevada No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7266	Proposed Threatened

REPTILES

NAME	STATUS
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Sierra Nevada Yellow-legged Frog *Rana sierrae* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9529	Endangered

FISHES

NAME	STATUS
Lahontan Cutthroat Trout *Oncorhynchus clarkii henshawi*	Threatened

NAME	STATUS

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/3964

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

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.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

BALD & GOLDEN EAGLES INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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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)

MIGRATORY BIRD INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

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.

FRESHWATER EMERGENT WETLAND

- PEM1C
- PEM1B

RIVERINE

- R3UBF
- R3UBH
- R4SBA
- R4SBC
- R4SBCx

FRESHWATER FORESTED/SHRUB WETLAND

- PSS1C
- PSS1B

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Jessica Orsolini
Address: 2600 Capitol Avenue
Address Line 2: Suite 200
City: Sacramento
State: CA
Zip: 95816
Email horseyjess@gmail.com
Phone: 9167705035

LEAD AGENCY CONTACT INFORMATION

Lead Agency: South Lake Tahoe city

Appendix C
California Department of Parks and Recreation Forms

nState of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** Lake Tahoe Airport
P1. Other Identifier: South Lake Tahoe City Hall
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** El Dorado
***b. USGS 7.5' Quad** South Lake Tahoe **Date** 2021 **T** 12N ; **R** 18E ; ¼ **of** ¼ **of Sec** 9 and 16 ; **B.M.** MDM
c. Address 1901 Lisa Maloff Way City South Lake Tahoe Zip 96150
d. UTM: Zone 11S , 239932.99 mE/ 4309128.89 mN; NAD 83
e. Other Locational Data: APNs 032-090-006, 032-100-004, 033-050-006, -011 and -020.

***P3a. Description:** The Lake Tahoe Airport (airport) is a small publicly owned, general aviation airport catering to privately-owned aircraft in South Lake Tahoe. It is located at an elevation of 6,260 feet and sits on approximately 350 acres immediately adjacent to the Upper Truckee River, approximately 3 miles south of Lake Tahoe. The airport is comprised of a single runway and taxiway; a large apron with plane tiedowns; three small, rectangular-plan, metal-frame aircraft maintenance hangars at the north end of the apron; a currently inoperative air traffic control tower; six rectangular-plan aircraft storage hangars at the south end of the apron, a rectangular plan maintenance building, a rectangular-plan, pre-fabricated building that serves as the helicopter tour office, a rectangular plan fixed-base operator (FBO) building, a central A-frame former terminal building, and a parking lot.

***P3b. Resource Attributes:** HP6 (1-3 story commercial building)
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo:
East façade of the former terminal building, facing west (ESA, 2025)

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
Various:
1959 – Airfield, 1963 – Hangar 1, 1964 – Air Traffic Control Tower, 1970 – terminal building, 1994 – south hangars

***P7. Owner and Address:**
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

P8. Recorded by: Becky Urbano, ESA
180 Grand Avenue, Suite 1050
Oakland, CA 94610

***P9. Date Recorded:** March 20, 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: n/a

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** Lake Tahoe Airport ***NRHP Status Code** 6Z

B1. Historic Name: Lake Tahoe Airport
B2. Common Name: Lake Tahoe Airport and South Lake Tahoe City Hall
B3. Original Use: Aviation B4. Present Use: Aviation and Local Government
***B5. Architectural Style:** Various – A-Frame (terminal), general utility – hangars and support buildings
***B6. Construction History:** (Construction date, alterations, and date of alterations)
See **Table 1** for a development history of the airport

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**
***B8. Related Features:** Lake Tahoe Airport Terminal Building (documented separately)

B9a. Architect: unknown b. Builder: various
***B10. Significance: Theme** Transportation - Aviation **Area** Lake Tahoe Region
Period of Significance n/a **Property Type** Airport **Applicable Criteria** n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

As a complex, the Lake Tahoe Airport is recommended ineligible for listing on the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), or as a local historic resource as defined by the Tahoe Regional Planning Agency (TRPA local register). However, the Lake Tahoe Terminal Building (documented separately) is recommended eligible for listing on the California Register under Criterion 3 for its application of the regionally significant A-frame design to a commercial building. See the DPR 523 form set for the Lake Tahoe Terminal Building for more information.

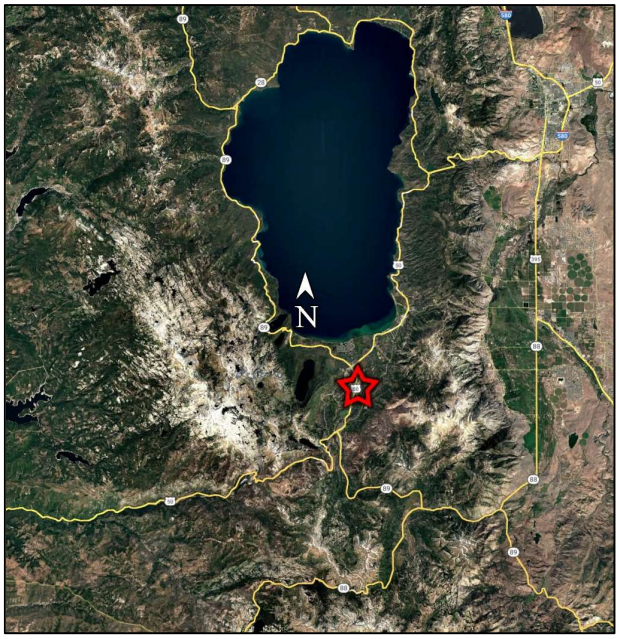
Continued on page 3.

B11. Additional Resource Attributes: (List attributes and codes) HP4 (ancillary building); HP14 (government building); HP39 (other-airport)

***B12. References:**
See page 15

B13. Remarks:

***B14. Evaluator:** Becky Urbano, ESA
***Date of Evaluation:** May 2025



***Recorded by:** Becky Urbano, ESA ***Date:** May 2025 ☒ Continuation ☐ Update

***P3a. Description:** (Continued from page 1)

Runway

Runway 18-36 is 8,541 feet long and 100 feet wide. It is a paved asphalt runway with a northeast/southwest orientation. The Runway is served by two non-precision instrument approach procedures, a full-length parallel taxiway, and other connecting taxiways that provide aircraft access to the various ramp areas and other facilities on the airport.

Taxiways

Taxiways are paved areas over which airplanes move from one part of the airfield to another with their primary use being providing access between the terminal/hangar facilities and the runways. Since the airport has a single runway, the taxiway system is relatively simple and provides access from the runway to the parallel taxiway (Taxiway A), and on to the apron. The airport has two high-speed exit taxiways at each end of the runway that are intended to allow aircraft to quickly exit the runway following landing. A connector taxiway is located at the mid-point of the runway to connect Taxiway A to the apron near the former terminal building. A taxilane is also used to access hangars near the south end of the apron.

Aprons

An aircraft apron is used for aircraft movement and positioning, aircraft storage and tiedowns, aircraft fueling, and vehicle movement and parking. The complete apron area at the airport consists of over 700,000 square feet of pavement, which is divided into areas for staging transient aircraft and for use by the airport's FBO.[1] The apron is located between the runway/taxiway, the terminal, and north and south hangars.

Terminal Building

The 1970 terminal building is a rectangular plan, two-and three-story A-frame style, wood framed commercial building located at the western edge of the airport apron (**Figure 1**). It contains nearly 30,000 square feet of office, restaurant, and administrative space. The building is clad in stucco with wood trim. The building is divided into three sections: a steeply pitched central triangular mass and two flanking rectangular masses. The building wings are covered with a flat roof that is hidden by shingle-covered, faux-mansard parapets that make the wings appear particularly heavy and short. Additionally, the building is sited at the edge of a graded slope with the first floor at the same level as the runway while the main entry is on the second floor, at grade with the access road.

The primary (west) façade has a central two-story triangular mass that was originally glazed but the windows have been filled in. Plate glass storefront windows line the north and south wing façades. Some of the former windows have been replaced with stucco panels. The secondary (east) façade fronts the runway. This side of the building sits on a lower grade than the front and has the central triangular mass flanked by two-story wings. Nearly all the glazing remains on this façade, giving the building an open and expansive view of the runway and surrounding mountains. The north and south facades are two stories tall with multiple groupings of an aluminum frame sliding window over a solid inset panel and under a fixed glazed transom. The City of South Lake Tahoe serves as the terminal building's primary tenant. City Hall, as well as administrative offices, are all located in the Airport terminal building.

FBO Building

The ca 1973 FBO building is a one-story, wood frame, rectangular plan building located north of the terminal building on the west side of the apron (**Figure 2**). It is approximately 3,200 square feet in size, is clad in a mix of pressed brick veneer and stucco, and is capped by a shingle-covered, faux mansard parapet masking a flat roof. The primary (east) façade fronts the apron. There are two double-leaf, glazed pedestrian doors on the south end of the building. Fenestration includes tripartite sliding and fixed aluminum frame windows and two-lite sliding aluminum frame windows. A chimney is visible at the south end of the building. The northern end of the building is clad in stucco and features two roll-up vehicular doors and a single two-light sliding window. A wood sign board capped by a gable roof and featuring a "Mountain West" banner is located between the two pedestrian entrances at the south end of the building. The south façade is devoid of fenestration but has a central brick-veneer clad chimney and water table with horizontal wood lap siding.

Air Traffic Control Tower (ATCT)

The air traffic control tower (ATCT) was constructed in 1964. It is an irregular plan, steel-frame tower composed of a tall base topped by a glazed, upside down pyramidal shaped observation room (**Figure 3**). The whole structure is set on a concrete pad foundation. The base of the tower structure is clad in corrugated metal siding and is devoid of fenestration. The base is caped by a roughly pentagonal platform surrounded by a metal railing. In the center of this platform is the observational suite. This square-shaped mass has battered glazed walls that cantilever outward and are topped with a flat roof deck from which multiple antennae project upward. This roof deck is also surrounded by a metal railing.

Adjacent to the 1964 tower is a one-story, rectangular plan building with a flat roof. This building houses electrical equipment.

Also adjacent to the ACTC is a second, taller, open metal frame tower. The top of this tower holds newer radar and communications antennae. The metal tower is fully surrounded by chain-link security fencing.

North Hangars

There are three hangars at the north end of the apron that vary in age but are roughly similar in construction (**Figure 4**). All three are rectangular plan, steel frame buildings with front-facing gable roofs that are set on concrete pad foundations. Hangar 1 is southernmost and oldest, constructed ca.1963. It is clad in corrugated metal siding and features two sets of telescoping doors that enclose the east façade. Hangar 2 is the central and newest hangar of the group, constructed sometime between 2007 and 2012. It is also the largest. This hangar is also clad in metal siding, has a shallow pitch front gable roof, and features a single telescoping door to enclose the east façade. Hangar 3 is the northernmost and smallest of the three hangars. It was constructed ca.1973. It is clad in both vertical and horizontal corrugated metal siding and appears to have a rollup door enclosing its east façade. Hangar 3 is also marked as “South Lake Tahoe Fire Station No. 4.”

South Hangars

The south hangars were constructed in 1993. This grouping of six, rectangular plan, steel-frame, shed roof buildings are nearly identical (**Figure 5**). Four of the six measure approximately 230 x 55 feet, have low-slope shed roofs and are clad in standing-seam metal siding. Each of the end buildings is slightly narrower, measuring approximately 230 x 43 feet. The southernmost building has one bay that is square in plan, creating an irregular floorplan. While all the hangars are devoid of fenestration, each building has six pedestrian doors on their south or north facades. Each door provides access to one of the six interior hangar spaces. The south façade is composed entirely of bi-fold garage doors that operate with a central, horizontal pivot, essentially folding the wall outward then upward to allow planes to enter and exit the space.

Maintenance Building

The ca 1973 maintenance building is a one-story, rectangular plan, steel-frame building clad in metal siding (**Figure 6**). It is capped by a shed roof with deep eaves and a faux-mansard frieze on the primary (east) façade. The primary façade features five bays, each with a glazed roll-up vehicular door. The rear (west) façade is clad in stone veneer that also wraps partially around to the north and south facades.

Helicopter Operator

The helicopter operator, Calstar, occupies a rectangular plan, side gable roofed modular building located south of the maintenance building. The primary (east) façade has a slightly off-set pedestrian entrance set beneath a diminutive gable roof feature (**Figure 7**). To the south of the entrance are three sets of two-lite, vinyl frame sliding windows. A fourth, two-lite vinyl frame sliding window is located north of the entrance. These same windows are found on all three other facades of the building

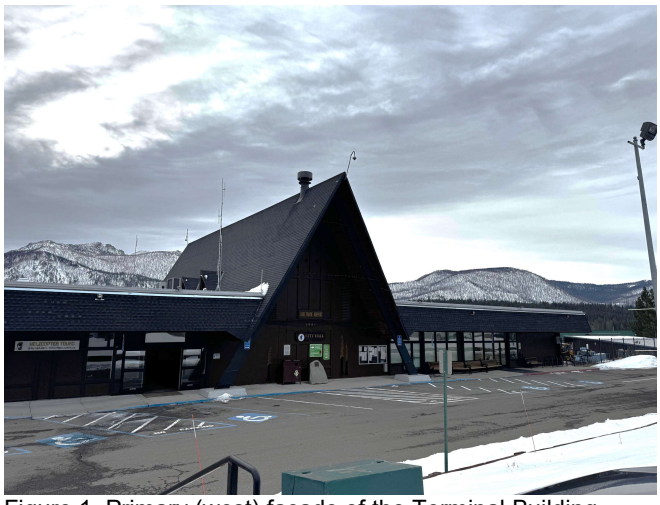


Figure 1. Primary (west) façade of the Terminal Building. (ESA, 2025)



Figure 2. FBO Building. (ESA, 2025)



Figure 3. ATCT and adjacent buildings. (ESA, 2025)



Figure 4. North Hangars. Hangar 1 is to the far left, Hangar 2 is at center, and Hangar 3 is at the far right. (ESA, 2025)



Figure 5. South Hangars. (ESA, 2025)



Figure 6. Maintenance Building. (ESA, 2025)



Figure 7. Helicopter prefabricated building. (ESA, 2025)

***B10. Significance:** (Continued from page 2)

The Lake Tahoe Airport is located in the City of South Lake Tahoe. The earliest portions of the airport were constructed in 1959, partially in preparation for the 1960 Winter Olympic Games. The following presents a brief historical context regarding development of the region and the airport as well as sub-themes related to design and engineering to support the evaluation of significance.

Regional Development

Exploration and Access

The following general historical summary of the area is excerpted from the South Lake Tahoe General Plan:[2]

> *Euroamerican contact with Native American groups living in coastal areas and the Central Valley of California began during the last half of the 18th century. The Spanish period in California lasted from about 1769 to 1821. This was a time when the Spanish missions dominated lives of both the Spanish and the Native Americans in those areas in California. However, the effect of the Spanish on the Washoe has not been documented. The Mexican Period (ca. 1821–1848) in California is an outgrowth of the Mexican Revolution, and its accompanying social and political views affected the mission system. Spanish exploration of the Central Valley did not begin until the late 1700s, and the eastern edges of the Central Valley and the Sierra Nevada were not explored until the early 1800s. In 1808 Gabriel Moraga explored the Mokelumne, Cosumnes, and American rivers, passing near modern-day Folsom. Subsequent exploration of the general area is credited to mountain men such as Jedediah Smith, who crossed the Sierra Nevada into California in 1826. Smith traveled along the American, Sacramento, and Cosumnes rivers and also probably passed through current Pleasant Valley. Other explorers such as Ewing Young, Joseph Walker, John Fremont, and Christopher "Kit" Carson soon followed Smith. In 1844, Fremont crossed the Sierra Nevada near Lake Tahoe and descended the west slope in proximity to the American River, which he eventually followed to Sutter's Fort. Many of the trails used by these early explorers and subsequent immigrants were not newly discovered routes, but rather Native American trails that were already in use.*
>
> *Early explorations of the Sierra Nevada and its flanks were soon followed by groups of immigrants moving west. The first of these immigrant groups was the Bartleson-Bidwell party that crossed the Sierra Nevada in 1841 and followed the Stanislaus River into the Central Valley. The Joseph Chiles and Joseph Walker parties followed the crossing of the Sierra Nevada by the Bartleson-Bidwell party in 1843. Chiles crossed the Sierra Nevada following the Malheur and Pit rivers into the Central Valley and then traveled south along the Sacramento River. Walker, however, traveled south along the eastern front of the Sierra Nevada to Walker Lake where he crossed into Owens Valley and eventually the Central Valley using what is now known as Walker's Pass. Subsequently, in 1844 the Stevens-Murphy party crossed the Sierra Nevada and probably is the first immigrant group to enter California via the Truckee and Bear rivers. Subsequently, the Gold Rush in*

1849 dramatically increased the numbers of immigrants passing through the Lake Tahoe Basin to reach the gold fields in California.

At the end of the 19th century and beginning of the 20th century, there was a growing demand for roads that linked local communities and also California and Nevada. Initial road construction generally followed immigrant trails and other routes used by overland stage traffic and the Pony Express. One such road connecting Placerville and Nevada was constructed near the location of South Lake Tahoe. This road eventually became Placerville Road. The passage of the State Highways Act in 1909 authorized the creation of a highway network within states and linking adjoining states. The Placerville Road was incorporated into the developing highway system. Subsequently in 1913, the Placerville Road was incorporated into the intercontinental Lincoln Highway system. The Federal Aid Highway Act of 1925 created our current system of numbered interstate highways and the Lincoln Highway became US Highway 50. The City of South Lake Tahoe was incorporated in 1965 by combining the previously unincorporated communities of Al Tahoe, Bijou, Bijou Park, Stateline, Tahoe Valley, and Tallac Village.

Early Recreation

The majority of land within the Lake Tahoe Basin (upwards of 70%) is owned or managed by federal or state governments.[3] These lands are part of the U.S. Forest Service (Forest Service) or are units of the California or Nevada State Parks systems. This large proportion of public land ownership is the result of more than a century of active land acquisition and conservation efforts that began at the close of the 19th century as a response to clear-cutting and other destructive logging practices of the times.[4] The Forest Service established its first ranger station in the Lake Tahoe basin in 1911. The first state park (no longer extant) in the area was opened in 1927 near Tahoe City, followed the next year by D. L Bliss State Park further south.[5]

At the same time, winter recreation areas began to open near Lake Tahoe. In 1910 a wooden ski jump, presumably the first in the United States, and toboggan lift was installed near Truckee. It was called “Winter Sports Hill” and eventually “Hilltop.”[6] The winter carnival and sports exhibitions near Truckee drew people from all over the California and Nevada areas through the 1920s. A second ski jump was built near Tahoe City in 1928. It was called “Tahoe Tavern.” Soon thereafter, enthusiasts constructed an “Olympic-caliber hill” just a mile away from the Tahoe Tavern. This new ski hill hosted the 1932 Winter Olympic tryouts.[7] By the 1930s, rope tows made accessing the tops of ski slopes much easier.[8] The first in the basin were installed at what is now the Sugar Bowl Resort when it opened in 1939.[9]

Immediately after the war, a series of ski resorts opened all along the basin’s western half: Sierra-at-Tahoe (1946), Palisades Tahoe (formerly Squaw Valley, 1949), Heavenly (1955), plus many smaller resorts. When Palisades Tahoe won the bid to host the 1960s winter Olympics Games, the Lake Tahoe Basin’s reputation as a world-class recreation center was solidified.

1960 Winter Olympic Games

When Palisades Tahoe was chosen as the site for the 1960 winter Olympics, the area lacked major infrastructure to support such a large event. While the original ski resort opened in 1949, it did not yet have sufficient facilities to host an Olympic Games.[10] To prepare, the Squaw Valley Development Corporation had to construct roads, bridges, administrative buildings, hotels, restaurants, not to mention lifts, ski runs, and facilities needed to actually host the events.[11] This preparation involved numerous agencies and private entities and included completion of Highway 80 which was still under construction when the successful bid was announced.

These Olympic Games were the first to be televised and the first to use instant replay. They also introduced the world to Lake Tahoe, the Sierra Nevada mountains, and the history of the area. Following the games, the region experienced a 30-year period of sustained growth and development, primarily as a recreational and tourist destination.[12] More importantly, it transformed the area from a summer designation to a year-round destination. Construction boomed for decades but often with little oversite.

“*Placer County, however, was unprepared to deal with the period of rapid growth that followed the 1960 Olympics. Large projects like high-rise casinos and the Tahoe Keys, which was built on the biggest filtration meadow in the basin, went in without any environmental analysis. In the 45 years since the Winter Games, the number of homes in the basin has increased five-fold, from around 7,000 in 1960 to 35,500 in 2000, according to Antonucci and the Tahoe Regional Planning Agency. The lakewide population has had even a bigger jump, growing from around 3,000 to 63,000 during the same period of time.*”[13]

One of the answers was creation of the Tahoe Regional Planning Agency (TRPA), a bi-state agency authorized by Congress to manage growth and development in the watershed.[14]

Lake Tahoe Airport Development

El Dorado County purchased the first tracts of land for the airport in 1957 from the Kyburz family who used the land for cattle and sheep ranching.[15] The early surveys were conducted in 1957 and identified a floodplain around the Upper Truckee River located just two miles from the south shore of Lake Tahoe. Planning efforts were catalyzed after the area was awarded the 1960 Winter Olympic games. This included selection of Charles Luckman Associates to prepare a Master Plan to guide airport development.[16] However, runway construction began concurrently with planning efforts. When the Tahoe Valley Airport opened on August 1, 1959,[17] it opened with no master plan document. Indeed, reports from the September 1959 dedication note that "Luckman had been operating under quite a handicap in trying to plan an airport which was already under construction.[18] That construction was facilitated with assistance from the Federal Aid to Airports Program and resulted in a 5,900-foot-long, 100-foot wide runway.[19] In spite of the airport having no night lighting, no air traffic control tower, and no hangars, the plan was for it to sustain 24-hour operation in time for the Olympics in February 1960.[20] Indeed, the airport recorded 1,170 flights in November 1959, justifying the need for an airfield to serve the area.[21]

From the beginning, El Dorado County, who operated the airport, sought support from local businesses (casinos) and the federal government to expand airport facilities.[22] The process was often slow and piecemeal, proceeding through perpetual master planning efforts. Throughout the 1960s local newspapers discussed the need for an updated master plan, for creation of a new master plan, contracts for master plans, and overall construction of permanent facilities.[23] Still, the early years were primarily guided by the Luckman master plan which included recommendations for development of permanent commercial and terminal facilities on the east side of the runway.[24] This was never realized and through 2025, no construction beyond necessary security fencing and navigation aids have been placed east of the runway.

By 1960, the airport was serviced by a temporary terminal (at the site of the present terminal) and a permanent, rectangular hangar at the north end of the runway, near the present-day north hangars.[25] The temporary terminal was long, and narrow, measuring 120-feet by 20-feet and consisted of prefabricated structures moved to the site (**Figure 8**).[26,27] In 1962, the runway was extended to 8,540 feet and a fire and rescue building was constructed at the end of the runway.[28] Shortly thereafter, a larger hangar was added to the north end of the runway (extant).[29,30] With a longer runway, the airport could handle more and larger planes. This brought new urgency to the need for a permanent air traffic control tower. In 1964, the airport recorded more than the minimum 24,000 flights per year required to qualify for Federal Aviation Administration-supported (FAA) air traffic control.[31] By the fall, the airport was awarded funding from the FAA to both construct and staff a control tower, located on the west side of the runway.[32,33] With a proper tower and a longer runway in place, calls for construction of a proper, permanent terminal were renewed. By January 1965, designs for a terminal building were being presented to the public but no further action was taken.[34] The delay in approval of a terminal seems to stem from issues around financing construction.[35,36]

From the beginning, development and construction of the airport was undertaken through grants or money generated by the airport. El Dorado County did not dedicate substantial tax dollars toward its operation or development. When the City of South Lake Tahoe incorporated in 1965, the County immediately began discussions with the City to take over the airport.[37] Discussions over ownership and operation of the airport included conversations regarding the updates already needed to the six-year old facility: a permanent terminal and widening of the runway.[38]

In 1967, the airport master plan was revised to include updated facility requirements for a new terminal as well as recommendations to expand the runways to handle 727 jets.[39] This master plan was prepared by engineer Reinhard Brandley of Sacramento.[40] Meanwhile, talks between the County and the City continued and the County secured $1.1 million to fund these needed improvements through assistance by the State of California as well as with donations from local casinos.[41] With a plan for funding for a runway expansion, the terminal project became the prime focus.

The County decided to finance the terminal through a lease-back program whereby a developer would pay for the construction and the Couty would lease the terminal over a set period of time. It was presumed that rental income from commercial spaces in the terminal would cover the lease payments, thus negating the requirement for tax-payer funding. Various bids for the terminal were submitted. In 1968, 19 proposals were submitted with International Aviation Facilities, Inc. (IAF) provided the preferred proposal.[42] Shortly after, a rendering of an A-frame design was proposed.[43]

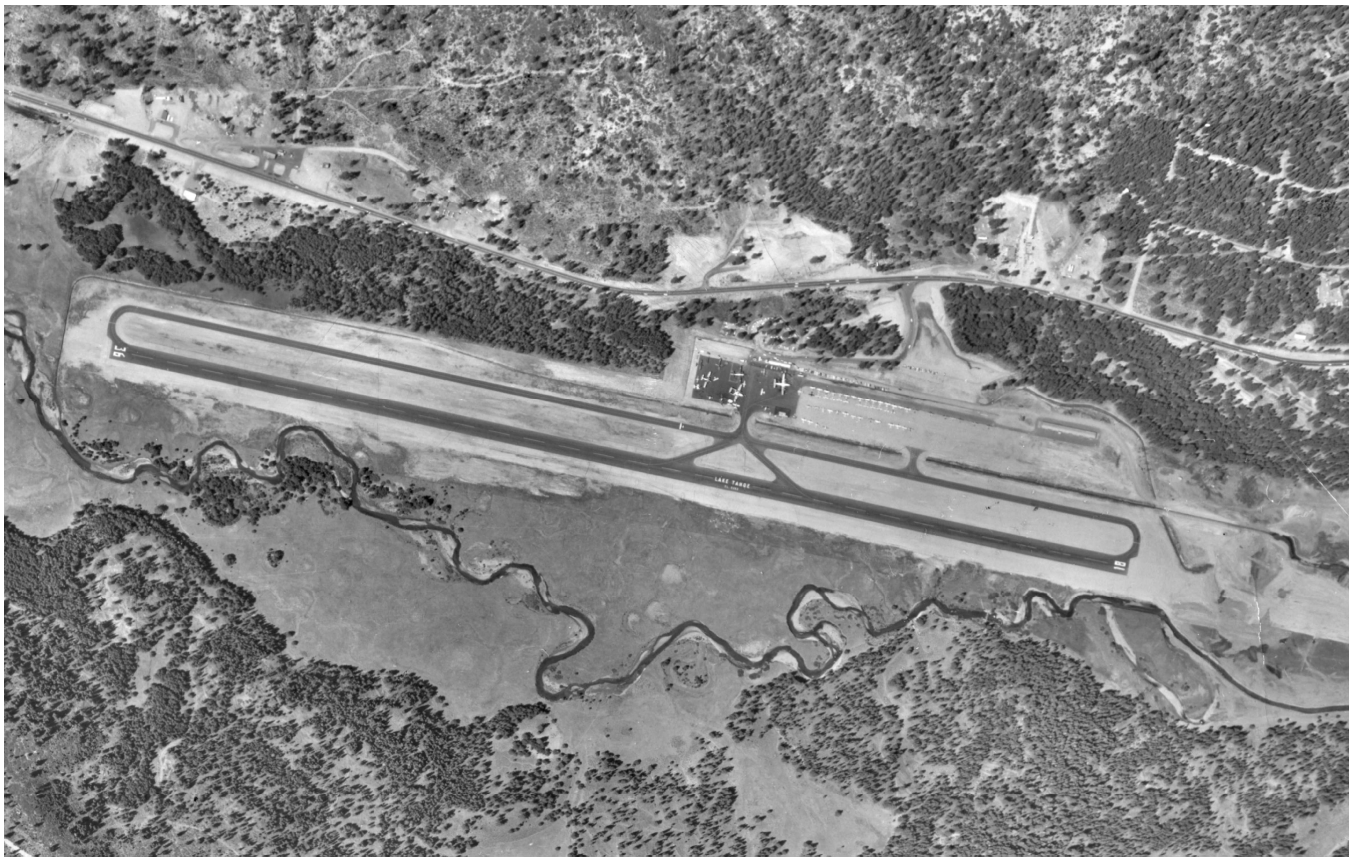


Figure 8. Aerial view of the airport in 1962, only 3 years after it opened. North is to the right. (UC Santa Barbara Aerial Archive, 1962)

The runway expansion was dedicated in October 1968, but only a few months after announcing the winning proposal from IAF, progress on the terminal design was stymied. At the time, the issue was reported to be "trouble coming up with an architectural design acceptable to local agencies who want it to be compatible with the Tahoe Area."[44] At the same time, other reports noted that the County wanted to formalize a handoff to the City prior to undertaking the terminal project.[45] This second justification for delay seems to be the more accurate, as shortly thereafter in June 1969,[46] plans were drawn up for the current terminal showing a design that was remarkably similar to the rendering published in August 1968.[47]

Construction on the terminal began in early 1970 after removal of the temporary terminal building. It was constructed by Gil Construction of Pacheco[48] at a cost of approximately $800,000, with structural engineering design by AV Colosi and Associates of Oakland.[49] After years of waiting for a permanent terminal, the final completion and dedication of the building was further delayed as disputes over the funding and financing model for terminal construction festered between county supervisors.[50] Regardless, the terminal finally opened to the public in July 1970.[51]

When the terminal opened in 1970, the airport facilities consisted of the terminal building at the half-way point of the runway, a grouping of three hangars at the north end of the runway (a roughly square hangar, a short and wide rectangular hangar, and a long, narrow rectangular hangar), and an air traffic control tower located between the terminal and the hangars.[52] By 1973, there was also a small maintenance facility just south of the terminal (part of the current maintenance building) as well as the Fixed Base Operator building north of the terminal and another square-plan hangar at the north end of the runway (**Figure 9**).



Figure 9. Aerial view of the airport in 1973. The terminal building is visible and notable by the shadow cast by the steeply pitched A-frame center section. Hangars 1 and 3 are part of the grouping to the top-right. The FBO building is between the hangars and the terminal. The maintenance building is south of the terminal. North is to the right. (UC Santa Barbara Aerial Archive, 1973)

Then, in 1982, the City assumed control of the airport and further expansion took place. By 1987, the parking lot was graded and paved and the maintenance building was expanded slightly to the west. After that the most substantial additions to the airport were construction of the south hangars in 1994.[53,54] Other smaller modifications include installation of the helicopter operator's building (between 1998 and 2004), removal of several hangars at the north end of the runway (between 2004 and 2007) and construction of a new hangar at the north end of the runway (between 2007 and 2012.) A timeline of airport development is presented in **Table 1.**

Table 1: Lake Tahoe Airport Construction History

Date	Alteration / Change	Source
1957	Airfield is surveyed	July 1957 Survey Drawings, on file with Lake Tahoe Airprot
1959	5,900-foot runway is constructed, airfield opens	Lake Tahoe Airport Archive, promotional brochure, August 1963
1960	Low, rectangular hangars are constructed at the north end of the runway, original temporary terminal building is constructed of prefabricated buildings at the west side of the runway	"The Lake Tahoe Airport," *Tahoe Realty News,* May 1, 1960.

Date	Alteration / Change	Source
1962	Runway is expanded to 8,540 feet long and 100-feet wide	"FAAP's at Tahoe, Too," promotional brochure, August 1963.
1963	Hangar 1 constructed (assumed)	"Airport Terminal Proposal Rejected by Supervisors," *Tahoe Daily Tribune,* June 11, 1963, 1.
1964	Air Traffic Control Tower is constructed by FAA	"Nearing Completion," *Tahoe Daily Tribune,* October 5, 1964.
1969	An additional hangar is added to the north runway at this time, plans are drawn up by AV Colosi for the terminal building, the runway is further expanded and updated to accommodate 727 jets	"County Receives Money for Tahoe Airport Runway Project," *Placerville Mountain Democrat,* July 20, 1968, 1.
1970	Terminal building opens	"Old and New," *Placerville Mountain Democrat,* July 16, 1970, 36.
1973	By this time the original portion of the maintenance building is in place, as is the Fixed Base Operator building, the parking lot, and Hangar 3	UCSB Framefinder, "CAS-3596, frame 134," July 25, 1973
1994	South hangars are installed	Architectural Plan on file with the Lake Tahoe Airport
2004	Air traffic control tower is shuttered on October 1. By this time, the helicopter operator's building has been constructed	"Tour," *Placerville Mountain Democrat,* August 12, 2005, 21. Google Earth Aerial Images (June 2004)
2007	Between 2004 and 2007, the original long, rectangular hangars at the north end of the runway have been demolished	Google Earth Aerial Images (June 2007)
2012	North Hangar 2 is constructed between 2007 and 2012	Google Earth Aerial Images (July 2012)

Associated Design Professionals

Charles Luckman (1909-1999) and Charles Luckman Associates[55]

Charles Luckman Associates is credited with the first airport Master Plan in the early 1960s.

Charles Luckman was born in 1909 in Kansas City, Missouri. His early professional career began in Chicago when he accepted a job as a draftsman in an architect's office. This inspired him to enroll in the architecture program at the University of Illinois in 1927. While there, he met his future business partner William Pereira.

Graduating from school in the early years of the Great Depression, Luckman put architecture aside in 1931 for a ready job at Colgate-Palmolive-Peet as a draftsman in their advertising department. He soon moved to sales, an area in which he excelled. Propelled by strong results in soap sales at Colgate, he was hired by Pepsodent in 1935 where he made further professional gains settling a labor dispute with the National Association of Retail Druggists over pricing of Pepsodent toothpaste. By 1936, he was vice-president in charge of sales followed in 1941 with a promotion to executive vice-president. In 1943, at the age of 34, he was named president of the company.

When Lever Brothers acquired Pepsodent in 1944, Luckman became a vice-president at his new company. In 1946, he was named president of Lever Brothers' (now Unilever) United States division. The next few years were a bit tumultuous as Unilever lost market dominance in key product areas to its rival Proctor and Gamble. By 1949 the company was losing money and in 1950, Luckman resigned.

It was then, at the age of 41, that Luckman returned to his first career in architecture. His first venture was joining former classmate William Pereira at his firm in Los Angeles. The Pereira & Luckman partnership was quite successful and resulted in a number of notable buildings including the Theme Building at Los Angeles International Airport. The partnership dissolved in 1958 and Luckman formed his own firm, Charles Luckman Associates (CLA). Within 10 years, CLA was one of the country's five largest architecture firms. Their credits include Madison Square Gardens (New York City), the Prudential Center (Boston), NASA's manned flight center (Houston), and the Forum (Los Angeles), among many others.

James Luckman, Charles' second son, became president of CLA in 1968. That same year the firm merged with Ogden Corporation. It was a short-lived merger which was dissolved in 1973. When Charles Luckman retired in 1977, the firm was reorganized as the Luckman Partnership. This firm was led by James until his retirement in 1991.

Charles Luckman received many accolades throughout his professional architectural career, both for his designs and for his leadership within the field. He retired from CLA in 1977. Charles Luckman died in Los Angeles in 1999 at the age of 89. Charles Luckman and CLA are considered masters of architectural design.

Reinhard W. Brandley (1923-2022), Engineer[56]

The 1967 airport master plan update is credited to engineer Reinhard W. Brandley.

Reinhard Brandley was born in Stirling, Alberta, Canada in 1923. In this small frontier town that was established by his grandfather in 1898, he grew up farming with his family. He left Stirling in 1941 to study Civil Engineering at the University of Alberta. After earning a Master's degree he accepted a teaching fellowship at Harvard University. During his four years at Harvard, he earned a PhD in Civil Engineering, with a thesis focused on airfield pavement design and evaluation. It was during this course of study that he developed the Brandley Fatigue Analysis methodology for the evaluation and design of airfield pavements.

After Harvard, Brandley returned to Canada, assuming an Assistant Professorship at the University of Saskatchewan. This was a short-lived professional stint as he soon moved to Sacramento, California to join the O.J. Porter Company as Chief Engineer in charge of Geotechnical Engineering Design. He also ran their materials testing laboratory. In 1953, Brandley founded his own firm, Brandley Engineering.

Brandley's professional career focused on airport design. His projects included many California, as well as in Illinois, Kentucky, Tennessee, Utah, Florida, Hawaii, and even Iran. Many of the designs and specifications that he developed were adopted by the FAA as design standards. His work in the region includes as a consulting engineer for the City of Sacramento,[57] Bryant Field in Bridgeport[58], Mammoth-Yosemite Airport,[59] and Truckee Tahoe Airport.[60]

Reinhard Brandley died in Loomis, California in 2022. Reinhard Brandley is considered a master of engineering design.

Regulatory Framework

National Register of Historic Places

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
B) Are associated with the lives of persons significant in our past, or
C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
D) Have yielded, or may be likely to yield, information important in prehistory or history

In addition to qualifying for listing under at least one of the National Register criteria, a property must be shown to have sufficient historic integrity. The concept of integrity is essential to identifying the important physical characteristics of historic resources and in evaluating adverse changes to them. Integrity is defined as "the authenticity of an historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling and association—are used to evaluate a resource's eligibility for listing in the National Register.

***Recorded by:** Becky Urbano, ESA ***Date:** May 2025 ☒ Continuation ☐ Update

California Register of Historical Resources

To be eligible for the California Register of Historical Resources (California Register) a historical resource must be significant under one or more of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important to prehistory or history.

Local Designation - TRPA

South Lake Tahoe does not have its own set of local designation criteria. Rather, the municipal code refers to the Tahoe Regional Planning Authority (TRPA) Code of Ordinances.

The TRPA has adopted criteria similar to those including in the National and California registers related to association with events, people, and design. Specifically, Chapter 67.6 of the TRPA Code of Ordinances states:

> "Sites, objects, structures, districts or other resources, eligible for designation as resources of historical, cultural, archeological, paleontological, or architectural significance locally, regionally, state-wide or nationally, shall meet at least one of the criteria provided below."

1. Resources Associated with Historically Significant Events and Sites
   Resources shall exemplify the broad cultural, political, economic, social, civic, or military history of the region, the states, or the nation, or be associated with events that have made a significant contribution to the broad patterns of history, including regional history. Such resources shall meet one or more of the following criteria:
   A. Association with an important community function in the past;
   B. Association with a memorable happening in the past; or
   C. Contain outstanding qualities reminiscent of an early stage of development in the region.

2. Resources Associated with Significant Persons
   Resources that are associated with the lives of persons significant in history, including regional history, such as:
   A. Buildings or structures associated with a locally, regionally, or nationally known person;
   B. Notable examples, or best surviving works, of a pioneer architect, designer, or master builder; or
   C. Structures associated with the life or work of significant persons.

3. Resources Embodying Distinctive Characteristics
   Resources that embody the distinctive characteristics of a type, period, or method of construction that possess high artistic values or that represent a significant and distinguishable entity but whose components may lack individual distinction. Works of a master builder, designer, or architect also are eligible. Resources may be classified as significant if they are a prototype of, or a representative example of, a period style, architectural movement, or method of construction unique in the region, the states, or the nation.

4. State and Federal Guidelines
   Archeological or paleontological resources protected or eligible for protection under state or federal guidelines.

5. Prehistoric Sites
   Sites where prehistoric archaeological or paleontological resources that may contribute to the basic understanding of early cultural or biological development in the region.

Significance Evaluation

The Lake Tahoe Airport is evaluated below for potential historical significance according to National Register Criteria A through D, California Register Criteria 1 through 4 and TRPA criteria 1-3 and 5.

Criteria A/1/1 – Events

The Lake Tahoe Airport was constructed only five months before the 1960 Winter Olympic Games. While not built to exclusively serve the games, the airport was an immediate success and remained open during the games to provide transportation. After the games it remained popular with small commercial and private aircraft, providing close access to the casinos just across the state line as well as the recreational venues in the southern Lake Tahoe basin. As a regional transportation hub, it serves a relatively small market of private and commuter planes, most of which use the airport between June and August each year. The airport provides convenience but does not appear to have influenced development of the South Lake Tahoe area or of the region more broadly, which has been more profoundly influenced by the growth in tourism than any other factor. Aside from the association of its initial construction with the 1960 Olympic Games, there do not appear to be any other notable or lasting associations between the airport and events important in local or regional history. As such, the Lake Tahoe Airport is recommended ineligible as a historic resource at any level for associations with important events or trends.

Criteria B/2/2 – People

Research did not uncover any particular persons who have made a notable contribution to local, regional, or national history. There have been a number of airport managers, under both El Dorado County and then City of South Lake Tahoe operation, however none appear to have made significant contributions to history or to aviation in the area. For these reasons, the Lake Tahoe Airport is recommended ineligible as a historic resource at any level for associations with the productive life of historically important individuals.

Criteria C/3/3 – Design

The Lake Tahoe Airport does have associations with two notable design professionals. The original master plan for the airport is attributed to Charles Luckman Associates, a master architecture and design firm. This firm is mentioned in several newspaper accounts of the day as having been hired for the job and as making recommendations for airport development. However, this first master planning effort was happening contemporaneously with the airport's opening and initial period of operation. Therefore, the plan was not reflected when the runways were laid out in 1959, nor was it reflected during the 1960 Winter Olympic Games, two important milestones in the airport's early existence. Indeed, no images or direct references to any specific buildings or implemented recommendations were noted in any of these newspaper accounts. No copy of the final master plan was on file at the airport. It is unclear what, if any, of Luckman's master plan was ever implemented nor if any portions of that plan remain today.

In 1967, less than a decade after the airport opened, the master plan was updated to address needed improvements to accommodate new 727 jets. The master plan update also reinforced the need for a proper terminal to replace the prefabricated buildings that had been relocated to the site in the early 1960s to serve as terminal facilities. The Airport hired Reinhard Brandley, who had contributed to airport planning for many regional airports throughout the state. Little is known about this master plan effort or what Brandley produced under his contract. Because he was known for his innovative runway engineering solutions[61] it is assumed that his major contributions to the airport's development are associated with the runway specifically as opposed to any overarching, cohesive master plan. Indeed, since 1967, there have been several buildings constructed, including a terminal building, but none are attributed to Brandley and none share any design characteristics that would unite them as part of a specific vision or development plan.

As it appears today, the airport represents a series of buildings and structures that were built or assembled over the span of the last 60+ years. None share a particular architectural design language, nor do they appear to have any relation other than they all support various components of airport operation. Each is reflective of its period of construction or its function. In terms of a master plan, there does not appear to be a comprehensive design that has guided development of the airport. The involvement of several notable design professionals – Charles Luckman Associates and Reinhard Brandley – is interesting but the airport does not appear to reflect any lasting contribution of these professionals in its current appearance. The layout of the airport is logical, common, and reflective of the particular needs of the site and the facility. For these reasons, the Lake Tahoe Airport is recommended ineligible as a historic resource at any level for its design or for its association with master design professionals.

Criteria D/4/5 – Information Potential

While most often applied to archaeological districts and sites, Criterion D/4/5 can also apply to buildings, structures, and objects that contain important information. For these types of properties to be eligible, they themselves must be, or must have been, the principal source of the important information, and the information must be considered important.

The Lake Tahoe Airport does not appear to have the potential to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which the complex was constructed, particular method of construction, or design. The property reflects common building practices and uses typical materials that would be expected for a mid-20th century airport. These methods and

materials follow convention and are well documented. Therefore, the Lake Tahoe Airport does not appear to possess individual significance under Criterion D/4/5.

Integrity

In addition to being eligible for listing under at least one of the National, California, or TRPA register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the Lake Tahoe Airport does not appear to possess significance under any criteria. Therefore, no assessment of integrity is required.

Summary

As a complex, the Lake Tahoe Airport is recommended ineligible for listing on the National Register, California Register, or as a local historic resource as defined by the TRPA local register. It does not qualify as a historical resource for the purposes of CEQA review.

***B12. References:** (Continued from page 2)

[1] Mountain West Aviation serves as the Airport's FBO and offers full-service fueling; line services; overnight hangar rental; and other aircraft, pilot, and passenger support services. The FBO is also contracted to be a provider of aviation fuel for the U.S. federal government. This arrangement provides military aircraft and other government departments access to specific fuel prices established by the U.S. government. The lease agreement with Mountain West Aviation lasts through 2042.

[2] City of South Lake Tahoe, *General Plan Update, Draft Environmental Impact Report,* prepared by PMC, September 2010 (SCH: 2009092049), 4.10-6 – 4.10-7. https://cityofslt.us/DocumentCenter/View/15125/General-Plan-Draft-Environmental-Impact-Report?bidId=.

[3] Tahoe Fund, "Tahoe's Environmental History," accessed May 20, 2025.

[4] "Tahoe's Environmental History."

[5] "Tahoe's Environmental History."

[6] Judy DePuy, "History: Truckee's Hilltop and Its Future," *Sierra Sun,* January 23, 2023. https://www.sierrasun.com/news/history-truckees-hilltop-and-its-future/

[7] "Sierra Heritage: History of California Skiing," Tahoetopia.com, accessed May 20, 2025. https://tahoetopia.com/news/sierra-heritage-history-california-skiing.

[8] Dino Vournas, "A Look at Lake Tahoe's Ski History, as Sugar Bowl Turns 80," *San Jose Mercury News,* November 7, 2019. https://www.mercurynews.com/2019/11/06/a-look-back-at-lake-tahoes-sugar-bowl-as-it-turns-80/.

[9] Sugarbowl, "Skiing Happy Since 1939," accessed May 20, 2025. https://www.sugarbowl.com/history

[10] Palisades Tahoe, "History Runs Deep," accessed May 20, 2025. https://www.palisadestahoe.com/explore/our-history

[11] Jenny Goldsmith, "2020 Hindsight: Looking Back on 100 Years of Historical Events at Lake Tahoe," *Tahoe Daily Tribune,* February 27, 2020.

[12] "45 Years Later – Lake Tahoe Feels Ripples of 1960 Games," *The Union,* March 3, 2005. Accessed May 20, 2025. https://www.theunion.com/news/local-news/45-years-later-lake-tahoe-feels-ripples-of-1960-games/article_7747cd38-34aa-5673-8d1d-03f99da21355.html.

[13] "45 Years Later."

[14] Miranda Jacobson, "Taking Lake Tahoe to New Heights: Development History in the Basin," *Sierra Sun,* December 27, 2022, accessed May 20, 2025. https://www.sierrasun.com/news/taking-lake-tahoe-to-new-heights-development-history-in-the-basin/.

[15] Lake Tahoe Airport, "History of Lake Tahoe's Airports," October 18, 2018, 2. https://cityofslt.us/DocumentCenter/View/12754/10182018_AIRPORT-HISTORY.

[16] "History and Reason for Lake Tahoe Airport Master Plan Listed," *Tahoe Sierra Tribune,* October 22, 1959, 4.

[17] "History of Lake Tahoe's Airports," 2.

[18] "Airport Manager Operator Term Master Plan as Not Realistic," *Tahoe Daily Tribune,* September 3, 1959.

[19] Promotional brochure, August 1963.

[20] "Airport Work Reprogramming Approved; Lights, Beacons scheduled for November 15," *Tahoe Mountain Tribune,* August 27, 1959.

[21] "1170 Operations Reported for Moth at Tahoe Airport," *Tahoe Mountain Tribune,* December 1, 1959.

[22] "History and Reason," October 22, 1959.

[23] The Lake Tahoe Airport has two scrapbooks of newspaper clippings that informed this statement. While most clippings are dated, many lack references to a specific publication. It is assumed that most are attributed to the *Tahoe Sierra Tribune* or the *Tahoe Daily Tribune*.

[24] "History and Reason," October 22, 1959.

[25] "The Lake Tahoe Airport," *Tahoe Realty News,* May 1, 1960.

[26] "The Lake Tahoe Airport," May 1, 1960.

[27] "County Seeks Lease-Back Offers for Tahoe Airport Terminal," Placerville *Mountain Democrat,* April 4, 1968, A3.

[28] "FAAP's at Tahoe, Too," promotional brochure, August 1963.

[29] The dating of this hangar is based on comparisons of a 1962 aerial photograph where no such hangar is shown and a 1964 newspaper photo depicting the hangar in operations prior to construction of the control tower.

[30] In June 1963, Bridgeford Flying Services was under a lease agreement to construct a hangar at the airport. An article from that time noted that it had yet to comply. Based on the dimensions and construction described, this hangar may be Hangar 1. "Airport Terminal Proposal Rejected by Supervisors," *Tahoe Daily Tribune,* June 11, 1963, 1.

[31] "FAA Tower at Tahoe Easily Justifies its Construction, "*Tahoe Daily Tribune,* November 4, 1965, 12.

[32] "FAA Tower," *Tahoe Daily Tribune,* November 4, 1965.

[33] "Nearing Completion," *Tahoe Daily Tribune,* October 5, 1964.

[34] "Proposed Terminal," *Tahoe Daily Tribune,* January 26, 1965.

[35] "Airport Terminal Proposal Rejected," *Tahoe Daily Tribune,* June 11, 1963, 1.

[36] "Supervisors See Big Future for Airport," *Tahoe Daily Tribune,* July 1, 1965.

[37] "City Asked to Take Over Tahoe Airport Operation," *Tahoe Daily Tribune,* December 2, 1965.

[38] "Should City Take Over Lake Tahoe's Airport," *Tahoe Daily Tribune,* January 6, 1966.

[39] "County Orders Updated Master Plan for Tahoe Airport," *Placerville Mountain Democrat,* October 12, 1967, 1.

[40] "County Orders," *Placerville Mountain Democrat,* October 12, 1967.

[41] "County Receives Money for Tahoe Airport Runway Project," *Placerville Mountain Democrat,* July 20, 1968, 1.

[42] "County Considering Lease-Back for New Tahoe Airport Terminal," *Placerville Mountain Democrat,* August 1, 1968, 1 & 3.

[43] "A-Frame Plus," *Placerville Mountain Democrat,* August 8, 1968, 41.

[44] Ceremonies Friday Will Re-Open Tahoe Airport," *Placerville Mountain Democrat,* October 24, 1968, 12.

[45] "A-Frame Plus," *Placerville Mountain Democrat,* August 8, 1968, 41.

[46] "Architect for Tahoe Air Terminal," *Placerville Mountain Democrat,* February 13, 1969, 3.

[47] "Structural Plan," prepared by *AV Colosi and Associates*, dated June 16, 1969, on file with the Lake Tahoe Airport.

[48] "Contract Let for Tahoe Airport Terminal Building," *Placerville Mountain Democrat,* August 7, 1969, 27.

[49] "Architect for Tahoe," *Placerville Mountain Democrat,* February 13, 1969.

[50] "No Water – But Tahoe Airport Terminal Opening on Weekend," *Placerville Mountain Democrat,* May 21, 1970, 10.

[51] "Old and New," *Placerville Mountain Democrat,* July 16, 1970, 36.

[52] All these buildings, minus the terminal, are shown on a 1969 aerial as viewed in Google Earth.

[53] "Pilots Now Have Place to Store Planes," *Tahoe Daily Tribune,* date unknown.

[54] Architectural Plans, September 1993. On file with the Lake Tahoe Airport.

[55] Unless otherwise note, this material is summarized from the biographical information about Charles Luckman that precedes the *Charles Luckman Papers, 1908-2000* archive, as presented by the Online Archive of California. Accessed April 17, 2025. https://oac.cdlib.org/findaid/ark:/13030/c8057gjv/.

[56] Unless otherwise noted, the biography for Reinard W. Brandley is summarized from the obituary provided by Heritage Oaks Memorial Chapel in Loomis, California. Accessed April 17, 2025. https://obits.heritageoaksmemorialchapel.com/reinard-brandley.

[57] Arthur S. Schai, Jaquith Industries, Inc., "The Design, Installation and Maintenance of In-Pavement Airport Lighting," 1986, 13.

[58] Lara Kirkner, "Big Bucks for Bryant," *The Sheet,* March 16, 2012. https://thesheetnews.com/2012/03/16/big-bucks-for-bryant/.

[59] Mammoth Lakes Town Council, "Agenda Action Sheet," October 7, 2020. https://d2kbkoa27fdvtw.cloudfront.net/mammothlakes/e7b99ad847e8087307524bd915dd290d0.pdf.

[60] Truckee Tahoe Airport District, Board of Directors, "Agenda Item Summary," May 2014. https://truckeetahoeairport.com/board_meetings/14/view_file?file=tab+09+-+engineering+activities+staff+report+07.18.14.pdf.

[61] Arthur S. Schai, "The Design, Installation and Maintenance of In-Pavement Airport Lighting," (Jaquith Industries, Inc., 1986), 13. https://www.faa.gov/sites/faa.gov/files/airports/engineering/airport_lighting/schai-airport-lighting.pdf.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** Lake Tahoe Airport Terminal Building
P1. Other Identifier: South Lake Tahoe City Hall
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** El Dorado
***b. USGS 7.5' Quad** South Lake Tahoe **Date** 2021 **T** 12N ; **R** 18E ; ¼ **of** ¼ **of Sec** 9 and 16 ; **B.M.** MDM
c. Address 1901 Lisa Maloff Way City South Lake Tahoe Zip 96150
d. UTM: Zone 11S , 239932.99 mE/ 4309128.89 mN; NAD 83
e. Other Locational Data: APNs 032-090-006, 032-100-004, 033-050-006, -011 and -020.

***P3a. Description:** The Lake Tahoe Airport (airport) is a small publicly owned, general aviation airport catering to privately-owned aircraft in South Lake Tahoe. It is located at an elevation of 6,260 feet and sits on approximately 350 acres immediately adjacent to the Upper Truckee River, approximately 3 miles south of Lake Tahoe. The terminal building is a rectangular plan, two-and three-story A-frame style, wood framed commercial building located at the western edge of the airport apron (**Figure 1**). It contains nearly 30,000 square feet of office, restaurant, and administrative space. The building is clad in stucco with wood trim. The building is divided into three sections: a steeply pitched central triangular mass and two flanking rectangular masses. The building wings are covered with a flat roof that is hidden by shingle-covered, faux-mansard parapets that make the wings appear particularly heavy and short. Additionally, the building is sited at the edge of a graded slope with the first floor at the same level as the runway while the main entry is on the second floor, at grade with the access road.

***P3b. Resource Attributes:** HP6 (1-3 story commercial building)
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo:
East façade of the former terminal building, facing west (ESA, 2025)

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
Various:
1970 – terminal building

***P7. Owner and Address:**
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

P8. Recorded by: Becky Urbano, ESA
180 Grand Avenue, Suite 1050
Oakland, CA 94610

***P9. Date Recorded:** March 20, 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: n/a

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** Lake Tahoe Airport Terminal Building ***NRHP Status Code** 3CS

B1. Historic Name: Lake Tahoe Airport Terminal Building
B2. Common Name: South Lake Tahoe City Hall
B3. Original Use: Aviation B4. Present Use: Aviation and Local Government
***B5. Architectural Style:** A-Frame
***B6. Construction History:** (Construction date, alterations, and date of alterations)
The building was constructed and opened to the public in 1970. See **Table 1** for a development history of the building.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**
***B8. Related Features:** Lake Tahoe Airport (documented separately)

B9a. Architect: A.V. Colosi and Associates (structural engineer) b. Builder: Gil Construction
***B10. Significance: Theme** Architecture – Commercial Design **Area** Lake Tahoe Region
Period of Significance 1970 **Property Type** Building **Applicable Criteria** 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Lake Tahoe Terminal Building is recommended individually eligible for listing on the California Register of Historical Resources (California Register) under Criterion 3 for its application of the regionally significant A-frame design to a commercial building. While the building has been modified, including interior reconfiguration and alterations to the fenestration pattern on the primary (west) façade, it retains sufficient integrity for listing in the California Register.

The building is not recommended eligible for the National Register of Historic Places (National Register) as the building has been modified from its original form through interior changes and alterations to window openings and fenestration patterns. As such it does not retain sufficient integrity for National Register listing.

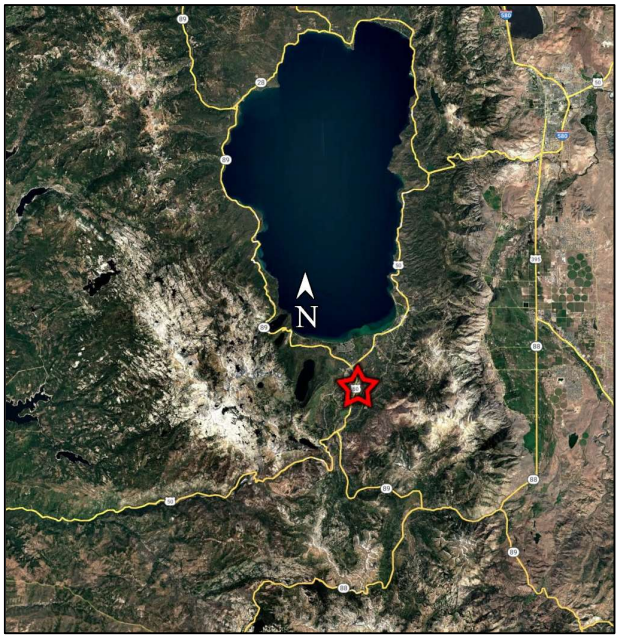
Continued on page 3.

B11. Additional Resource Attributes: (List attributes and codes) HP4 (ancillary building); HP14 (government building); HP39 (other-airport)

***B12. References:**
See page 16

B13. Remarks:

***B14. Evaluator:** Becky Urbano, ESA
***Date of Evaluation:** May 2025



***Recorded by:** Becky Urbano, ESA ***Date:** May 2025 ☒ Continuation ☐ Update

***P3a. Description:** (Continued from page 1)

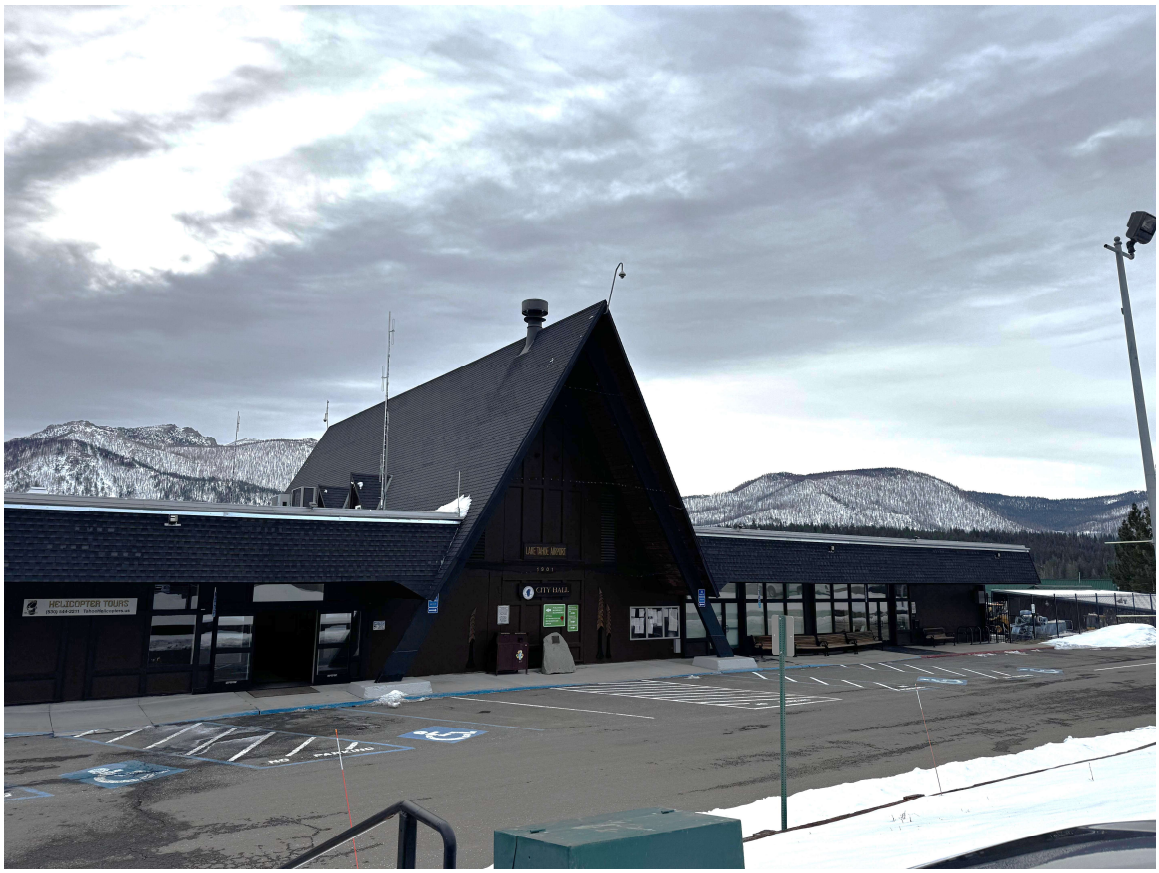


Figure 1. Primary (west) façade of the Terminal Building. (ESA, 2025)

The primary (west) façade has a central two-story triangular mass that was originally glazed but the windows have been filled in (**Figure 2**). Plate glass storefront windows line west facades of the one-story north and south wings. Some of the former windows have been replaced with stucco panels. The secondary (east) façade fronts the runway (**Figure 3**). This side of the building sites on a lower grade than the front and has the central triangular mass flanked by two-story wings. This façade is composed primarily of glazed openings, including fixed windows and numerous glazed pedestrian doors to access the full-width balcony at the second floor. As such, the east façade provides open and expansive views of the runway and surrounding mountains. The north and south facades are two-stories tall with multiple groupings of an aluminum frame sliding window over a solid inset panel and under a fixed glazed transom. The City of South Lake Tahoe serves as the terminal building's primary tenant. City Hall, as well as administrative offices, are all located in the Airport terminal building.



Figure 2. Terminal Building. (ESA, 2025)



Figure 3. Secondary (east) façade of the Terminal Building. Note the at-grade pedestrian entrance. (ESA, 2025)

***Recorded by:** Becky Urbano, ESA ***Date:** May 2025 ☒ Continuation ☐ Update

The interior of the building has been modified several times to convert it from an airport terminal, with ticket desks, airline offices, concessions, and a waiting room, to its current use as airport offices and South Lake Tahoe City Hall. Overall, the interior is arranged with City Hall in the southern wing of the building on both floors, concessions such as flight tours and a restaurant (currently closed) on the second floor of the north wing, and airport offices on the first floor of the north wing. The central, A-frame mass serves as a circulation corridor and connector (**Figure 4**). As one moves from the main entrance toward the rear (east) of the building, the central volume opens up to provide expansive views of the runway and mountains (**Figures 5 and 6**). Remaining original features include exposed beams, glazed peak, and exposed wood paneling on the ceiling (**Figure 7**).

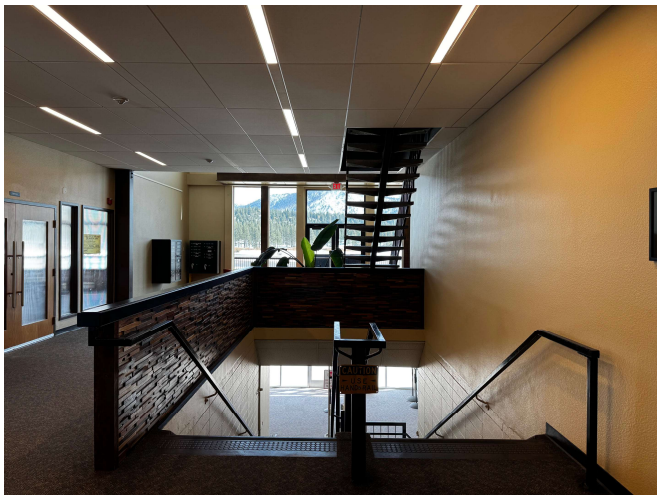


Figure 4. Central circulation corridor. (ESA, 2025)



Figure 5. At-grade pedestrian entrance. (ESA, 2025)

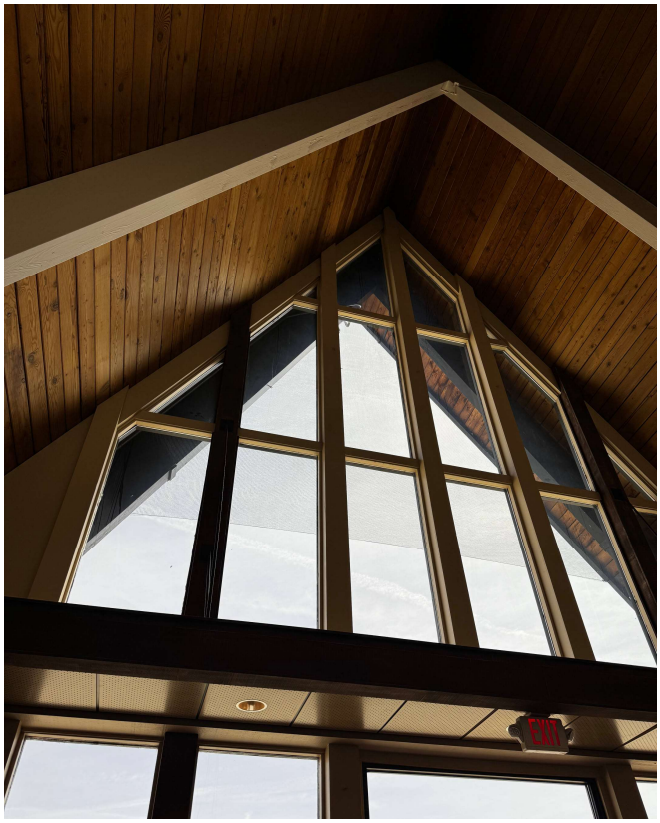


Figure 6. The east gable retains its glazing for expansive views of the runway and mountains. (ESA, 2025)

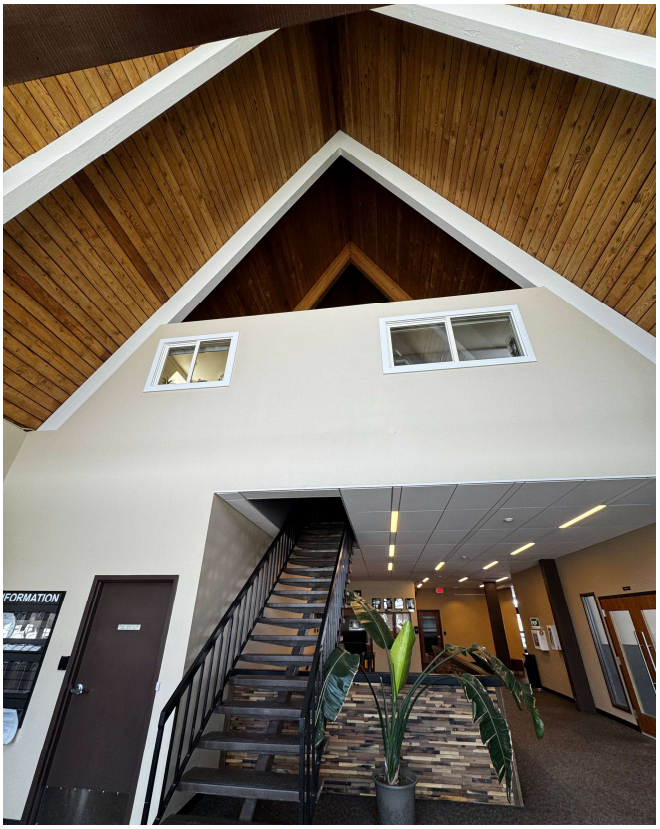


Figure 7. Exposed beams and wood paneling remain. (ESA, 2025)

The passenger waiting area was originally located on the first floor. There was direct access to the apron for loading and unloading. Today, the airport retains at-grade pedestrian access.

***B10. Significance:** (Continued from page 2)

The Lake Tahoe Airport is located in the City of South Lake Tahoe. The earliest portions of the airport were constructed in 1959, partially in preparation for the 1960 Winter Olympic Games. The terminal was constructed in 1970, in the aftermath of the Olympics and during a period of tremendous growth for the region. The following presents a brief historical context regarding development of the region and the airport as well as sub-themes related to design and engineering to support the evaluation of significance.

Regional Development

Exploration and Access

The following general historical summary of the area is excerpted from the South Lake Tahoe General Plan:[1]

> *Euroamerican contact with Native American groups living in coastal areas and the Central Valley of California began during the last half of the 18th century. The Spanish period in California lasted from about 1769 to 1821. This was a time when the Spanish missions dominated lives of both the Spanish and the Native Americans in those areas in California. However, the effect of the Spanish on the Washoe has not been documented. The Mexican Period (ca. 1821–1848) in California is an outgrowth of the Mexican Revolution, and its accompanying social and political views affected the mission system. Spanish exploration of the Central Valley did not begin until the late 1700s, and the eastern edges of the Central Valley and the Sierra Nevada were not explored until the early 1800s. In 1808 Gabriel Moraga explored the Mokelumne, Cosumnes, and American rivers, passing near modern-day Folsom. Subsequent exploration of the general area is credited to mountain men such as Jedediah Smith, who crossed the Sierra Nevada into California in 1826. Smith traveled along the American, Sacramento, and Cosumnes rivers and also probably passed through current Pleasant Valley. Other explorers such as Ewing Young, Joseph Walker, John Fremont, and Christopher "Kit" Carson soon followed Smith. In 1844, Fremont crossed the Sierra Nevada near Lake Tahoe and descended the west slope in proximity to the American River, which he eventually followed to Sutter's Fort. Many of the trails used by these early explorers and subsequent immigrants were not newly discovered routes, but rather Native American trails that were already in use.*
>
> *Early explorations of the Sierra Nevada and its flanks were soon followed by groups of immigrants moving west. The first of these immigrant groups was the Bartleson-Bidwell party that crossed the Sierra Nevada in 1841 and followed the Stanislaus River into the Central Valley. The Joseph Chiles and Joseph Walker parties followed the crossing of the Sierra Nevada by the Bartleson-Bidwell party in 1843. Chiles crossed the Sierra Nevada following the Malheur and Pit rivers into the Central Valley and then traveled south along the Sacramento River. Walker, however, traveled south along the eastern front of the Sierra Nevada to Walker Lake where he crossed into Owens Valley and eventually the Central Valley using what is now known as Walker's Pass. Subsequently, in 1844 the Stevens-Murphy party crossed the Sierra Nevada and probably is the first immigrant group to enter California via the Truckee and Bear rivers. Subsequently, the Gold Rush in 1849 dramatically increased the numbers of immigrants passing through the Lake Tahoe Basin to reach the gold fields in California.*
>
> *At the end of the 19th century and beginning of the 20th century, there was a growing demand for roads that linked local communities and also California and Nevada. Initial road construction generally followed immigrant trails and other routes used by overland stage traffic and the Pony Express. One such road connecting Placerville and Nevada was constructed near the location of South Lake Tahoe. This road eventually became Placerville Road. The passage of the State Highways Act in 1909 authorized the creation of a highway network within states and linking adjoining states. The Placerville Road was incorporated into the developing highway system. Subsequently in 1913, the Placerville Road was incorporated into the intercontinental Lincoln Highway system. The Federal Aid Highway Act of 1925 created our current system of numbered interstate highways and the Lincoln Highway became US Highway 50. The City of South Lake Tahoe was incorporated in 1965 by combining the previously unincorporated communities of Al Tahoe, Bijou, Bijou Park, Stateline, Tahoe Valley, and Tallac Village.*

Early Recreation

The majority of land within the Lake Tahoe Basin (upwards of 70%) is owned or managed by federal or state governments.[2] These lands are part of the U.S. Forest Service (Forest Service) or are units of the California or Nevada State Parks systems. This large proportion of public land ownership is the result of more than a century of active land acquisition and conservation efforts that began at the close of the 19th century as a response to clear-cutting and other destructive logging practices of the times.[3] The Forest Service established its first ranger station in the Lake Tahoe basin in 1911. The first state park (no longer extant) in the area was opened in 1927 near Tahoe City, followed the next year by D. L Bliss State Park further south.[4]

At the same time, winter recreation areas began to open near Lake Tahoe. In 1910 a wooden ski jump, presumably the first in the United States, and toboggan lift was installed near Truckee. It was called "Winter Sports Hill" and eventually "Hilltop."[5] The winter carnival and sports exhibitions near Truckee drew people from all over the California and Nevada areas through the 1920s. A second ski jump was built near Tahoe City in 1928. It was called "Tahoe Tavern." Soon thereafter, enthusiasts constructed an "Olympic-caliber hill" just a mile away from the Tahoe Tavern. This new ski hill hosted the 1932 Winter Olympic tryouts.[6] By the 1930s, rope tows made accessing the tops of ski slopes much easier.[7] The first in the basin were installed at what is now the Sugar Bowl Resort when it opened in 1939.[8]

Immediately after the war, a series of ski resorts opened all along the basin's western half: Sierra-at-Tahoe (1946), Palisades Tahoe (formerly Squaw Valley, 1949), Heavenly (1955), plus many smaller resorts. When Palisades Tahoe won the bid to host the 1960s winter Olympics Games, the Lake Tahoe Basin's reputation as a world-class recreation center was solidified.

1960 Winter Olympic Games

When Palisades Tahoe was chosen as the site for the 1960 winter Olympics, the area lacked major infrastructure to support such a large event. While the original ski resort opened in 1949, it did not yet have sufficient facilities to host an Olympic Games.[9] To prepare, the Squaw Valley Development Corporation had to construct roads, bridges, administrative buildings, hotels, restaurants, not to mention lifts, ski runs, and facilities needed to actually host the events.[10] This preparation involved numerous agencies and private entities and included completion of Highway 80 which was still under construction when the successful bid was announced.

These Olympic Games were the first to be televised and the first to use instant replay. They also introduced the world to Lake Tahoe, the Sierra Nevada mountains, and the history of the area. Following the games, the region experienced a 30-year period of sustained growth and development, primarily as a recreational and tourist destination.[11] More importantly, it transformed the area from a summer designation to a year-round destination. Construction boomed for decades but often with little oversite.

> "*Placer County, however, was unprepared to deal with the period of rapid growth that followed the 1960 Olympics. Large projects like high-rise casinos and the Tahoe Keys, which was built on the biggest filtration meadow in the basin, went in without any environmental analysis. In the 45 years since the Winter Games, the number of homes in the basin has increased five-fold, from around 7,000 in 1960 to 35,500 in 2000, according to Antonucci and the Tahoe Regional Planning Agency. The lakewide population has had even a bigger jump, growing from around 3,000 to 63,000 during the same period of time.*"[12]

One of the answers was creation of the Tahoe Regional Planning Agency (TRPA), a bi-state agency authorized by Congress to manage growth and development in the watershed.[13]

Lake Tahoe Airport Development

El Dorado County purchased the first tracts of land for the airport in 1957 from the Kyburz family who used the land for cattle and sheep ranching.[14] The early surveys were conducted in 1957 and identified a floodplain around the Upper Truckee River located just two miles from the south shore of Lake Tahoe. Planning efforts were catalyzed after the area was awarded the 1960 Winter Olympic games. This included selection of Charles Luckman Associates to prepare a Master Plan to guide airport development.[15] However, runway construction began concurrently with planning efforts. When the Tahoe Valley Airport opened on August 1, 1959,[16] it opened with no master plan document. Indeed, reports from the September 1959 dedication note that "Luckman had been operating under quite a handicap in trying to plan an airport which was already under construction.[17] That construction was facilitated with assistance from the Federal Aid to Airports Program and resulted in a 5,900-foot-long, 100-foot wide runway.[18] In spite of the airport having no night lighting, no air traffic control tower, and no hangars, the plan was for it to sustain 24-hour operation in time for the Olympics in February 1960.[19] Indeed, the airport recorded 1,170 flights in November 1959, justifying the need for an airfield to serve the area.[20]

From the beginning, El Dorado County, who operated the airport, sought support from local businesses (casinos) and the

federal government to expand airport facilities.[21] The process was often slow and piecemeal, proceeding through perpetual master planning efforts. Throughout the 1960s local newspapers discussed the need for an updated master plan, for creation of a new master plan, contracts for master plans, and overall construction of permanent facilities.[22] Still, the early years were primarily guided by the Luckman master plan which included recommendations for development of permanent commercial and terminal facilities on the east side of the runway.[23] This was never realized and through 2025, no construction beyond necessary security fencing and navigation aids have been placed east of the runway.

By 1960, the airport was serviced by a temporary terminal (at the site of the present terminal) and a permanent, rectangular hangar at the north end of the runway, near the present-day north hangars.[24] The temporary terminal was long, and narrow, measuring 120-feet by 20-feet and consisted of prefabricated structures moved to the site (**Figure 8**).[25,26] In 1962, the runway was extended to 8,540 feet and a fire and rescue building was constructed at the end of the runway.[27] Shortly thereafter, a larger hangar was added to the north end of the runway (extant).[28,29] With a longer runway, the airport could handle more and larger planes. This brought new urgency to the need for a permanent air traffic control tower. In 1964, the airport recorded more than the minimum 24,000 flights per year required to qualify for Federal Aviation Administration-supported (FAA) air traffic control.[30] By the fall, the airport was awarded funding from the FAA to both construct and staff a control tower, located on the west side of the runway.[31,32] With a proper tower and a longer runway in place, calls for construction of a proper, permanent terminal were renewed. By January 1965, designs for a terminal building were being presented to the public but no further action was taken.[33] The delay in approval of a terminal seems to stem from issues around financing construction.[34,35]

From the beginning, development and construction of the airport was undertaken through grants or money generated by the airport. El Dorado County did not dedicate substantial tax dollars toward its operation or development. When the City of South Lake Tahoe incorporated in 1965, the County immediately began discussions with the City to take over the airport.[36] Discussions over ownership and operation of the airport included conversations regarding the updates already needed to the six-year old facility: a permanent terminal and widening of the runway.[37]



Figure 8. Aerial view of the airport in 1962, only 3 years after it opened. North is to the right. (UC Santa Barbara Aerial Archive, 1962)

In 1967, the airport master plan was revised to include updated facility requirements for a new terminal as well as recommendations to expand the runways to handle 727 jets.[38] This master plan was prepared by engineer Reinhard Brandley of Sacramento.[39] Meanwhile, talks between the County and the City continued and the County secured $1.1 million to fund these needed improvements through assistance by the State of California as well as with donations from local casinos.[40] With a plan for funding for a runway expansion, the terminal project became the prime focus.

The County decided to finance the terminal through a lease-back program whereby a developer would pay for the construction and the Couty would lease the terminal over a set period of time. It was presumed that rental income from commercial spaces in the terminal would cover the lease payments, thus negating the requirement for tax-payer funding. Various bids for the

terminal were submitted. In 1968, 19 proposals were submitted with International Aviation Facilities, Inc. (IAF) provided the preferred proposal.[41] Shortly after, a rendering of an A-frame design was proposed.[42]

The runway expansion was dedicated in October 1968, but only a few months after announcing the winning proposal from IAF, progress on the terminal design was stymied. At the time, the issue was reported to be "trouble coming up with an architectural design acceptable to local agencies who want it to be compatible with the Tahoe Area."[43] At the same time, other reports noted that the County wanted to formalize a handoff to the City prior to undertaking the terminal project.[44] This second justification for delay seems to be the more accurate, as shortly thereafter in June 1969,[45] plans were drawn up for the current terminal showing a design that was remarkably similar to the rendering published in August 1968.[46]

Construction on the terminal began in early 1970 after removal of the temporary terminal building. It was constructed by Gil Construction of Pacheco[47] at a cost of approximately $800,000, with structural engineering design by AV Colosi and Associates of Oakland.[48] After years of waiting for a permanent terminal, the final completion and dedication of the building was further delayed as disputes over the funding and financing model for terminal construction festered between county supervisors.[49] Regardless, the terminal finally opened to the public in July 1970.[50]

When the terminal opened in 1970, the airport facilities consisted of the terminal building at the half-way point of the runway, a grouping of three hangars at the north end of the runway (a roughly square hangar, a short and wide rectangular hangar, and a long, narrow rectangular hangar), and an air traffic control tower located between the terminal and the hangars.[51] By 1973, there was also a small maintenance facility just south of the terminal (part of the current maintenance building) as well as the Fixed Base Operator building north of the terminal and another square-plan hangar at the north end of the runway (**Figure 9**).



Figure 10. Aerial view of the airport in 1973. The terminal building is visible and notable by the shadow cast by the steeply pitched A-frame center section. Hangars 1 and 3 are part of the grouping to the top-right. The FBO building is between the hangars and the terminal. The maintenance building is south of the terminal. North is to the right. (UC Santa Barbara Aerial Archive, 1973)

Then, in 1982, the City assumed control of the airport and further expansion took place. By 1987, the parking lot was graded and paved and the maintenance building was expanded slightly to the west. After that the most substantial additions to the airport were construction of the south hangars in 1994.[52,53] Other smaller modifications include installation of the helicopter operator's building (between 1998 and 2004), removal of several hangars at the north end of the runway (between 2004 and

2007) and construction of a new hangar at the north end of the runway (between 2007 and 2012.)

Lake Tahoe Airport Terminal

Construction History

The Lake Tahoe Airport terminal was designed conceptually in 1968 with drawings created in 1969. While no original architectural designs are directly attributable to IAF, Inc., a rendering of the company's 1968 design was published with the announcement of an award to the firm for the terminal (**Figure 10**).[54] Structural designs were completed by A.V. Colosi and Associates of Oakland, California in 1969.[55] Minimal alterations to the exterior of the building have occurred (**Table 1**). Windows on the west façade have been filled in (date unknown). The interior retains its lofted central volume with exposed beams and ceiling. However, the interior layout was modified in 2006 when most of the building was remodeled to accommodate its current use as the South Lake Tahoe City Hall and Lake Tahoe Airport offices.

Table 1: Lake Tahoe Airport Terminal Construction History

Date	Alteration / Change	Source
1968	IAF, Inc. is awarded the contract for terminal design.	Tahoe 'Port Expands," *Valley Times (North Hollywood),* August 1968, 9.
1969	Plans drawn for terminal building by AV Colosi and Associates	Structural Plans on file with the Lake Tahoe Airport
1970	Airport terminal dedicated	"Old and New," *Placerville Mountain Democrat,* July 16, 1970, 36.
1988	As-Built drawings are drafted by Robert Mason, Architect. The reason for work is not specified. As-builts show airline offices, concessions, and passenger services	Architectural Plans on file with the Lake Tahoe Airport
2005	Airport interior remodeled for use as South Lake Tahoe City Hall	Architectural Plan on file with the Lake Tahoe Airport
ca. 2006	South Lake Tahoe City Hall reopens in former terminal building	Lake Tahoe Airport, "History of Lake Tahoe's Airports," October 18, 2018, 8.

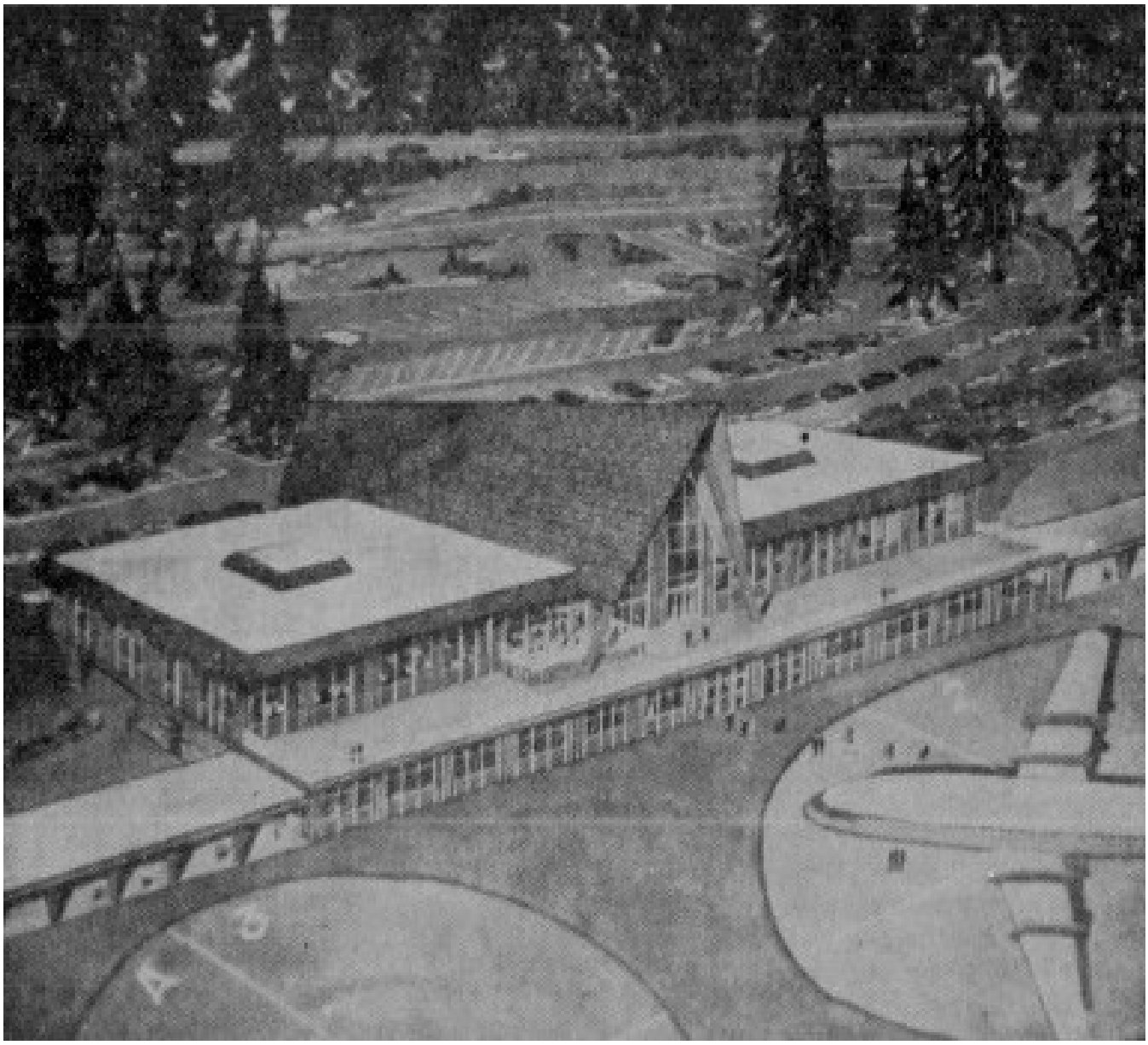


Figure 9. 1968 rendering of the proposed terminal design proposed by IAF, Inc. ("Tahoe 'Port Expands," *Valley Times,* August 7, 1968.)

A-Frame Architecture

A-frame buildings are easily identified by their steeply sloping roofs and prominent triangular form. It is a building type that developed in the early 1950s as an economical design for the rapidly expanding vacation home market.[56] Triangular roof forms have been found in traditional buildings throughout the world from Japan to Africa to the South Pacific islands and beyond. It is a strong, practical shape for simple construction that is adaptable to a wide set of geographic conditions. However, it is generally argued that the modern A-frame does not trace its roots to these designs but rather follows naturally from the idea of a simple, cost-effective type of building that can be adapted for a range of uses and conditions.[57]

In the United States, the modern A-frame can be traced to Rudolph Schindler's 1934 design for a triangular cabin for Gisela Bennati at Lake Arrowhead, California.[58] The style gained popular appeal after World War II when *Interiors* magazine selected an A-frame style design by John Campbell (Campbell and Wong) as part of its 1951 "Interiors to Come" collection.[59] Campbell called his design the "Leisure House" and it immediately spawned other articles in popular publications celebrating its ease of construction and suitability for do-it-yourself assembly.[60] The design was so popular that Campbell soon began offering a pre-

packaged kit that was offered through the 1970s.[61]

Other architect-designed examples proliferated popular design magazines in the 1950s, establishing the A-frame as a respectable design choice for vacation homes across the country. This corresponded to a period when the rapidly growing, post-World War II middle-class had both money and time to devote to recreational activities. At the same time, there were greatly expanded areas for recreation being developed on state and federal lands throughout the country along with new highways to get you there quickly and easily.[62]

The "A" shaped roof makes the design inherently strong and suitable to mountainous conditions where structural loads from heavy snowfall are a concern.[63] In the Lake Tahoe basin as in other mountain regions across the country, the design became ubiquitous, being used for houses, churches, commercial buildings, and even the 1960 Winter Olympics itself.[64] It came to symbolize the mountain recreation home of the 1960s. References to A-frames were employed in advertisements as a short-hand reference to demonstrate the modern-nature of the product being advertised or to indicate its ease of use. "No other vacation home design was so instantly recognizable and unambiguous in its connection to the leisure lifestyle."[65]

The variations of the A-frame have been classified into eight sub-types (**Figure 10**). The Lake Tahoe Airport terminal is the "A-frame with wings," subtype.

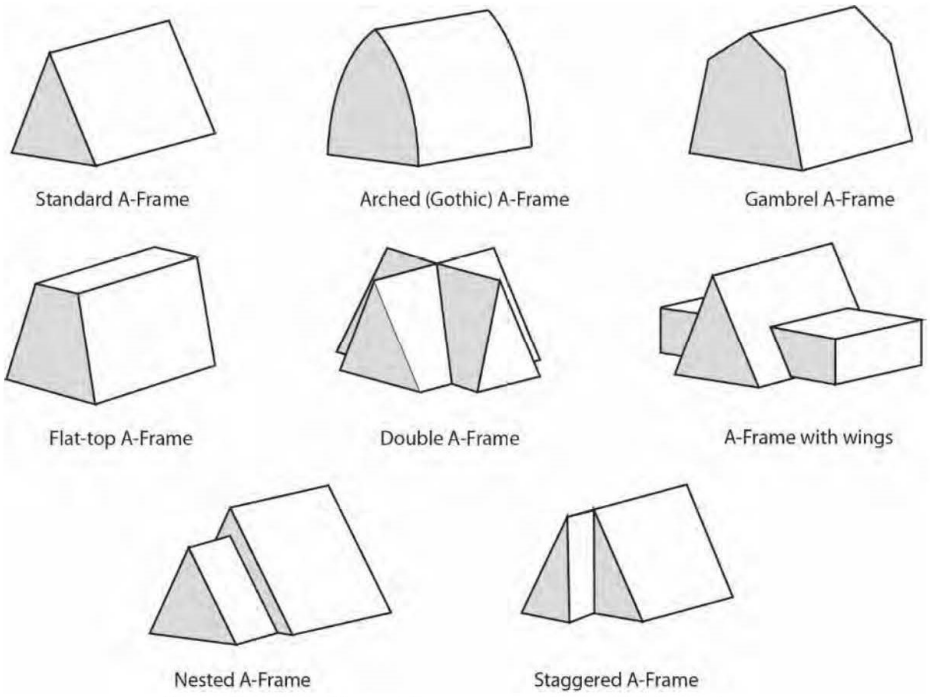


Figure 10. There are eight sub-types of A-frames. The Lake Tahoe Airport Terminal is the "A-frame with wings," subtype. (Mead and Hunt, *Historic Context of A-frame Architecture in Boulder County,* 106.)

Character-defining features of A-frame architecture include:[66]

- A-shaped roof/wall truss system;
- Deep, overhanding eaves/gable ends;
- Large glazing configurations extending across entire façade of one or more walls;
- Expansive porches/decks on front and rear walls;
- Skylights and modest dormer windows on side walls to add interior light;
- Foundations of stone, concrete, or presence of wooden or concrete piers;
- Concrete knee walls no more than two-thirds the height of the first story; and
- Rustic elements such as stone chimneys and rough-hewn elements including porches and decks

Associated Design Professionals

A.V. Colosi and Associates

A.V. Colosi and Associates is credited as the structural engineer for the construction of the Lake Tahoe Airport Terminal building.

A.V. Colosi and Associates was an engineering firm located in the San Francisco Bay Area in California.[67] Little is known about the firm. They are recredited with a number of apartment complexes in the Adams Point neighborhood of Oakland in the 1960s and early 1970s. A review of local newspapers directly attributes the following apartment complexes to the firm: 250 Montecito Avenue (1962), 695 Mariposa Avenue (1963), 499 Chetwood Street (1964), 22 Moss Avenue (1964), 240 Athol Avenue (1964), 420 Burk Street (1965), 320 Park View Terrace (1970), and a 264-unit development in Santa Clara (1970). For some projects they are credited with design and engineering, while for others the credit is for engineering only.[68] The firm is named for Albert Vincent Colosi. Archival research did not uncover any further information about the professional career of Colosi or the firm.

International Aviation Facilities, Inc.

International Aviation Facilities, Inc. was a Los Angeles-based transportation corporation "formed and owned by a number of major corporations including Goodyear Tire and Rubber, Co., Lockheed Aircraft International Inc., Glore Forgan, William R. Staats Inc., Bunke-Ramo Corp., Rucker Co., Haas and Haynie Corp., Arrowsmith Tool and Manufacturing Corp., EG and G Inc., Reynolds Electric Co., Farr Co., Brooks, Harvey and Co., Edwin W. Pauley Associates, Johnson and Turner Co., Acme Delivery Service Inc., Asbury Systems, Barton Truck Lines, Bonanza Trucking Co., Robert S. Carter Associates, and Hill-Elliott Inc."[69] Limited information on the firm could be located.

Regulatory Framework

National Register of Historic Places

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
B) Are associated with the lives of persons significant in our past, or
C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
D) Have yielded, or may be likely to yield, information important in prehistory or history

In addition to qualifying for listing under at least one of the National Register criteria, a property must be shown to have sufficient historic integrity. The concept of integrity is essential to identifying the important physical characteristics of historic resources and in evaluating adverse changes to them. Integrity is defined as "the authenticity of an historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling and association—are used to evaluate a resource's eligibility for listing in the National Register.

California Register of Historical Resources

To be eligible for the California Register of Historical Resources (California Register) a historical resource must be significant under one or more of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important to prehistory or history.

Local Designation - TRPA

South Lake Tahoe does not have its own set of local designation criteria. Rather, the municipal code refers to the Tahoe Regional Planning Authority (TRPA) Code of Ordinances.

The TRPA has adopted criteria similar to those including in the National and California registers related to association with events, people, and design. Specifically, Chapter 67.6 of the TRPA Code of Ordinances states:

> "Sites, objects, structures, districts or other resources, eligible for designation as resources of historical, cultural, archeological, paleontological, or architectural significance locally, regionally, state-wide or nationally, shall meet at least one of the criteria provided below."

1. Resources Associated with Historically Significant Events and Sites
   Resources shall exemplify the broad cultural, political, economic, social, civic, or military history of the region, the states, or the nation, or be associated with events that have made a significant contribution to the broad patterns of history, including regional history. Such resources shall meet one or more of the following criteria:
   A. Association with an important community function in the past;
   B. Association with a memorable happening in the past; or
   C. Contain outstanding qualities reminiscent of an early stage of development in the region.

2. Resources Associated with Significant Persons
   Resources that are associated with the lives of persons significant in history, including regional history, such as:
   A. Buildings or structures associated with a locally, regionally, or nationally known person;
   B. Notable examples, or best surviving works, of a pioneer architect, designer, or master builder; or
   C. Structures associated with the life or work of significant persons.

3. Resources Embodying Distinctive Characteristics
   Resources that embody the distinctive characteristics of a type, period, or method of construction that possess high artistic values or that represent a significant and distinguishable entity but whose components may lack individual distinction. Works of a master builder, designer, or architect also are eligible. Resources may be classified as significant if they are a prototype of, or a representative example of, a period style, architectural movement, or method of construction unique in the region, the states, or the nation.

4. State and Federal Guidelines
   Archeological or paleontological resources protected or eligible for protection under state or federal guidelines.

5. Prehistoric Sites
   Sites where prehistoric archaeological or paleontological resources that may contribute to the basic understanding of early cultural or biological development in the region.

Significance Evaluation

The Lake Tahoe Airport Terminal is evaluated below for potential historic significance according to National Register Criteria A through D, California Register Criteria 1 through 4 and TRPA criteria 1-3 and 5.

Criteria A/1/1 – Events

The Lake Tahoe Airport Terminal was constructed in 1970, 11 years after the airport first opened. It is not associated with the initial phase of development at the airport, its support of the 1960 Winter Olympic games, or with first decade of growth that followed the development of the Lake Tahoe basin as a recreation destination following the games. It shares no historically significant associations with development of the region in the early 1970s nor is the terminal associated with any period of significant expansion at the airport after its construction. Because the terminal lacks associations with these regional themes, it is recommended ineligible as a historic resource at any level for associations with important events or trends.

Criteria B/2/2 – People

Construction of a permanent terminal at the Lake Tahoe Airport was a constant thread of discussion in newspaper accounts for the first decade the airport operated. Numerous individuals championed the cause in public media but none are directly accredited with the actual construction of the terminal. Research did not uncover any historically significant people whose

productive life is best represented by the terminal building. Because there is a lack of association between the productive lives of historically significant individuals and the Lake Tahoe Airport Terminal, the building is recommended ineligible as a historic resource at any level.

Criteria C/3/3 – Design

Attribution of the architectural design of the Lake Tahoe Airport Terminal to IAF, Inc. is assumed but could not be confirmed. The structural drawings are associated with A.V. Colosi and Associates, a structural engineering firm based in Oakland. Based on comparisons between promotional renderings released prior to Colosi's involvement with the project, the design is not attributable to that firm and no other information about designers employed by IAF, Inc. could be located. Therefore, the building does not appear attributable to a master architect, engineer, or designer.

However, as a representative of A-frame architecture, the building is unique. There are other examples of commercial applications of the form both in South Lake Tahoe and in the broader mountain west, but ESA could find no other instance where it was used for an airport terminal. The choice is unusual but also highly specific to the Lake Tahoe region where the A-frame has come to symbolize recreation and leisure. Like many commercial applications, the A-frame served as both a short-hand for fun and vacation time as well as a recognizable differentiator from the standard roadside architecture.[70] Use of the A-frame form as an airport terminal serves as a form of advertising to signal to passengers that they had arrived at a recreation destination. It provided a first impression of being in a place of fun and leisure by adapting the language of mountain vacation homes in the area to serve the affluent visitors who could afford to arrive via commercial airline. On top of that, the expanses of glass that characterize the east façade allow for those visitors to enjoy expansive mountain views while they waited for their flights. The A-frame form, as adapted for the airport terminal celebrated the region's ethos and its natural beauty.

As a unique adaptation of the regional design language of A-frame architecture to an aviation terminal, the Lake Tahoe Airport Terminal is recommended eligible for listing in the National Register under Criterion C, in the California Register under Criterion 3, and the TRPA register under Criterion 3 for its design. The period of significance is 1970, corresponding to the completion of construction.

The character-defining features of the Lake Tahoe Airport Terminal as those features that exemplify its A-frame architecture:

- A-shaped roof/wall truss system;
- Deep, overhanding eaves on the central A-frame mass and faux-mansard parapet on the wings;
- Symmetrical wings that vary in height according to the terrain of the site;
- Large glazing configurations extending across entire façades (east and west);
- Expansive decks on east walls;
- Siting parallel to both the east mountains and runway;
- Modest gabled dormer windows on the north and south roof planes;
- Concrete knee walls no more than two-thirds the height of the first story;
- Open framing of the A-frame peak, visible from the interior; and
- Views through the building to the mountain and wooded setting to the east.

An assessment of integrity is presented below.

Criteria D/4/5 – Information Potential

While most often applied to archaeological districts and sites, Criterion D/4/5 can also apply to buildings, structures, and objects that contain important information. For these types of properties to be eligible, they themselves must be, or must have been, the principal source of the important information, and the information must be considered important.

The Lake Tahoe Airport Terminal does not appear to have the potential to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which the building was constructed, particular method of construction, or design. The building reflects common building practices and uses typical materials that would be expected for its late-20th century construction date. These methods and materials follow convention and are well documented. Therefore, the Lake Tahoe Airport Terminal does not appear to possess individual significance under Criterion D/4/5.

Integrity

In addition to being eligible for listing under at least one of the National, California, or TRPA *r*egister criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association.

The Lake Tahoe Airport Terminal has not been relocated, nor has its setting within a wooded space, at the edge of a clearing for the runway and facing the surrounding mountains been altered since the period of significance in 1970. It retains a sense of being in the woods, surrounded by mature trees with views of open space and nature. Therefore, it retains integrity of location, setting, feeling, and also association with the Lake Tahoe Airport.

The building has been altered through infill of many windows on the west façade. This has reduced the original openness of the central A-frame. Infill of windows on portions of the west facades of the north and south wings has also reduced the original transparency of the design. These windows, and the expansive views they afford, are still present on the east façade. As a result, the building does have reduced integrity of design, materials, and workmanship.

Overall, the building retains the majority of its character-defining features and it is clearly a representation of A-frame architecture. The building retains sufficient integrity for eligibility for listing in the California and local registers. However, it does not retain sufficient integrity for listing in the National Register.

Summary

The Lake Tahoe Terminal Building is recommended individually eligible for listing on the California Register under Criterion 3 for its application of the regionally significant A-frame design to a commercial building. While the building has been modified, including interior reconfiguration and alterations to the fenestration pattern on the primary (west) façade, it retains sufficient integrity for listing in the California Register. As such, it is also recommended eligible for local listing under Criterion 3.

The building is not recommended eligible for the National Register as the building has been modified from its original form through interior changes and alterations to window openings and fenestration patterns. As such it does not retain sufficient integrity for National Register listing.

The Lake Tahoe Airport Terminal qualifies as a historical resource for the purposes of CEQA. It would not qualify as a historic property for the purposes of Section 106 should such compliance be required in the future.

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[41] "County Considering Lease-Back for New Tahoe Airport Terminal," *Placerville Mountain Democrat,* August 1, 1968, 1 & 3.

[42] "A-Frame Plus," *Placerville Mountain Democrat,* August 8, 1968, 41.

[43] Ceremonies Friday Will Re-Open Tahoe Airport," *Placerville Mountain Democrat,* October 24, 1968, 12.

[44] "A-Frame Plus," *Placerville Mountain Democrat,* August 8, 1968, 41.

[45] "Architect for Tahoe Air Terminal," *Placerville Mountain Democrat,* February 13, 1969, 3.

[46] "Structural Plan," prepared by *AV Colosi and Associates*, dated June 16, 1969, on file with the Lake Tahoe Airport.

[47] "Contract Let for Tahoe Airport Terminal Building," *Placerville Mountain Democrat,* August 7, 1969, 27.

[48] "Architect for Tahoe," *Placerville Mountain Democrat,* February 13, 1969.

[49] "No Water – But Tahoe Airport Terminal Opening on Weekend," *Placerville Mountain Democrat,* May 21, 1970, 10.

[50] "Old and New," *Placerville Mountain Democrat,* July 16, 1970, 36.

[51] All these buildings, minus the terminal, are shown on a 1969 aerial as viewed in Google Earth.

[52] "Pilots Now Have Place to Store Planes," *Tahoe Daily Tribune,* date unknown.

[53] Architectural Plans, September 1993. On file with the Lake Tahoe Airport.

[54] "Tahoe 'Port Expands," *Valley Times (North Hollywood),* August 1968, 9.

[55] Structural plans on file with the Lake Tahoe Airport.

[56] Washington State Department of Archaeology + Historic Preservation (DAHP), "A-Frame, 1950-1990," *Historic Buildings Architectural Style Guide,* accessed March 26, 2025. https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/a-frame.

[57] Chad Randl, *A-Frame,* (Princeton Architectural Press, 2020), 15, 23.

[58] Randl, *A-Frame*, 24 & 26-27.

[59] Randl, *A-Frame,* 51-52.

[60] Virginia Savage McAlester, *A Field Guide to American Houses,"* (Alfred A. Knopf, 2021), 660.

[61] Randl, *A-Frame,* 56-59.

[62] Mead & Hunt, *Historic Context of A-frame Architecture in Boulder County,* prepared for Boulder County Land Use Department, April 2018, 20.

[63] DAHP, "A-Frame: 1950-1990."

[64] Randl, *A-Frame,* 115. The visitor center for the 1960 Winter Olympic games was designed as a double A-frame subtype. The building currently serves as the Members Locker Room at Palisades Tahoe.

[65] Randl, *A-Frame,* 154.

[66] Mead & Hunt, 97. While Mead and Hunt focused primarily on residential representations of A-frame architecture, the list of character-defining features presented here is universal to all adaptations of the style.

[67] In 1967, the firm is listed under both structural and civil engineering with an address of 3261 Grand Avenue in Oakland. *Polk's Oakland City Directory,* 1967, 190-191.

[68] Most of these listings are from the *Oakland Tribune.*

[69] "Port Project Revived," *Oakland Tribune,* August 7, 1969, 17.

[70] Randl, *A-Frame,* 127-128.

Appendix D
Tahoe Regional Planning Agency Determination

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

September 3, 2025

Milan Jevic, C. M.
Interim Airport Manager
City of South Lake Tahoe, CA
mjevic@cityofslt.us

Re: 2025 Lake Tahoe Airport Master Plan Draft Environmental Analysis

Mr. Jevic:

Thank you for the opportunity to review and comment on the Draft Lake Tahoe Airport Master Plan and environmental analysis. The Tahoe Regional Planning Agency (TRPA) appreciates the ongoing coordination with the City and other stakeholders throughout this planning process.

According to the Draft Initial Study/Mitigated Negative Declaration prepared under the California Environmental Quality Act (CEQA), the proposed plan is an update to the "long-range plan for airport development that is intended to meet identified facility requirements and Federal Aviation Administration (FAA) design standards." In short, we understand that the 20-year Master Plan was prompted by FAA funding requirements, and the scope was developed to ensure the existing airport's operational infrastructure (e.g. taxiways) meet FAA guidelines. This is an update to the 2017 Airport Master Plan, with the City of South Lake Tahoe serving as the CEQA lead agency.

To summarize, the proposed improvements within the draft Airport Master Plan include the following:

- Reconstruction of an existing ground service equipment maintenance facility;
- Demolition of an existing air traffic control tower;
- Incorporation of proposed bike paths consistent with the regional Active Transportation Plan (ATP);
- Removal of four aircraft tie-downs and construction of four new aircraft box hangars;
- Installation of electrical vault and electric aircraft charging stations;
- Removal and relocation of coverage associated with taxiways and runway;
- Relocation of mechanical equipment and other improvements; and,
- Construction of a parking garage structure.

Through our participation in the planning process, TRPA understands the proposed parking garage is contemplated in other planning documents as a potential mobility hub with shuttle service to Emerald Bay and surrounding locations. Importantly, the garage is not intended to increase airport operational capacity, nor would it be funded in whole or in part with FAA resources. Its inclusion in the Master Plan is for the limited purpose of analyzing potential airspace impacts.

TRPA APPROVAL PROCESS FOR REDEVELOPMENT OF THE LAKE TAHOE AIRPORT

Under TRPA Code of Ordinances section 14.2.2.A and Chapter 13, a TRPA-approved Master Plan or Area Plan is required for projects that expand airport facilities or commercial passenger air service. Expansion is defined as any project that increases development rights (e.g., commercial floor area, tourist accommodation units, residential units), land coverage, vehicle trips for airport operations, or airport operational capacity.[1]

Projects that do not increase development rights, land coverage, vehicle trips for airport operations, or airport operational capacity do not trigger the requirement for a TRPA-approved Master Plan. Such projects may, however, still require project-level TRPA review and approval. For example, the proposed removal or relocation of land coverage associated with the runways, taxiways, or the parking garage would require project-specific TRPA review and approval consistent with the Code of Ordinances.

Additionally, prior to or concurrent with future development, the City should reconcile land capability and coverage information to determine specific coverages and development potential, as well as existing easements, for each parcel. The Lake Tahoe Airport property consists of 17 parcels. The existing land capability and coverage verifications (TRPA File #s LCAP2010-0100 and VBOC2010-0326) summarize this information for the Lake Tahoe Airport property as a whole and do not differentiate what land capability or coverage amounts are associated with each parcel.

TRPA REVIEW OF DRAFT MASTER PLAN

Based on our review of the draft Master Plan, and coordination with the City's consulting team and Airport Manager at the time of the planning process (John Dickinson), TRPA understands that the proposed improvements outlined within the draft plan are narrowly focused on compliance with FAA standards. The plan does not appear to propose any increase in operational capacity (i.e.it proposes to continue operations as-is, no expansion), development rights, land coverage, or airport-related vehicle trips. The existing airport does not have any commercial passenger air service, nor is any proposed as part of this master plan.

Therefore, TRPA has determined that the Draft Master Plan does not require TRPA approval or action at this time. No further applications or documentation, including an IEC, are required. Please contact TRPA staff with any questions regarding project-level review and approval as individual projects move forward.

Kind regards,

Wendy Jepson

Wendy Jepson,
Permitting & Compliance Department Manager
Tahoe Regional Planning Agency

[1] The attached letter dated June 10, 2020 from TRPA staff to former Airport Manager Mark Gibbs summarizes historical background on the airport master plan and TRPA approvals.

Cc:
Julie Regan, Executive Director, TRPA
Graham St.Michel, General Counsel, TRPA
Michelle Glickert, Transportation Planning Program Manager, TRPA
Jennifer Self, Principal Planner, TRPA
John Dickinson, Acting Public Works Director, City of South lake Tahoe
Patrick Hickman, Managing Planner, Environmental Science Associates

Attachment:
Email to former Airport Manager, Mark Gibbs, from TRPA staff, June 10, 2020.

Jennifer Self

From: Jennifer Self
Sent: Wednesday, June 10, 2020 11:52 AM
To: mgibbs@cityofslt.us
Cc: kfabino@cityofslt.us; Mark Johnson; John Hester; John Marshall; Wendy Jepson
Subject: FW: South Lake Tahoe Airport Development

Hi Mark,
I received an email from Mark Johnson on May 20 regarding a future redevelopment proposal at the airport. Mark forwarded your email that outlines considerations and the approval process as it pertains to the FAA, CalTrans, and the City. He asked that I speak to the TRPA approval process.

Given that the City is exploring alternatives for the property, we wanted to make sure that there was clear direction on our end to avoid any surprises down the road. I have worked with our staff and legal counsel to outline what the TRPA process entails.

There are ample studies, analyses, and reports completed in the last few years that outline the environmental and financial considerations, so I will not go into those aspects. Again, this is intended to speak directly to the TRPA approval process.

The information and process steps you outlined for Mark are incredibly helpful. Please see the information below to supplement that.

Please feel free to reach out if you have any questions regarding this email.

Best,
Jennifer

TRPA APPROVAL PROCESS FOR REDEVELOPMENT OF THE LAKE TAHOE AIRPORT

A TRPA adopted master plan or area plan (in accordance to Chapters 13 and 14 of the TRPA Code) is required *prior* to any future project that would increase development rights (i.e. commercial floor area, tourist accommodation units, residential units), land coverage, or vehicle trips for the airport property. For more information on these, see below.

Projects that do not increase development rights, land coverage, or vehicle trips (e.g. coverage restoration or relocation, reconfiguration of existing facilities with similar use, etc.) would not be required to complete a master plan or area plan.

Any development project that does not fall under the MOU between the City and TRPA, would need to come to TRPA for review and approval prior to review by the City's Development Services Division. Any project exceeding the size limitations in Policy LU-4.12 of the Regional Plan must be reviewed by TRPA.

Additionally, prior to future development or concurrent with a project, the City would also need to reconcile the land capability and coverage information to determine specific coverages and development potential, as well as existing easements, for each parcel. There are 17 parcels that comprise the Lake Tahoe Airport property. The existing land capability and coverage verifications (TRPA File #s LCAP2010-0100 and VBOC2010-0326) summarize this information for the Lake Tahoe Airport property as a whole and do not differentiate what land capability or coverage amounts are associated with each parcel.

Background on Airport Master Plan

As part of the 1992 settlement agreement between the City, TRPA, the League to Save Lake Tahoe, and the California Attorney General; the City prepared the Lake Tahoe Airport Master Plan and environmental analysis. TRPA adopted the Plan and certified the final EIR/EIS, per the agreement. Pursuant to TRPA's Rules of Procedure, the Governing Board was charged with reviewing the final EIS and making a determination (or certification) on its compliance, substantively and procedurally, with Article VII of the Compact, Chapter 3 of the TRPA Code of Ordinances, and Article VI of the Rules of Procedure.

The settlement agreement and subsequent plan put into place the single event noise environmental threshold standards for aircraft arrivals and departures as well as a maximum community noise equivalent level for the Lake Tahoe Airport Corridor. The settlement agreement also upheld TRPA's authority to implement and enforce noise thresholds and flight limits without challenge by the City or FAA. The intent behind the standards was to limit commercial flights and control noise within the Region.

The City initiated the Airport Master Plan Update in 2013, with funding from the FAA, in order to determine the current and future potential of the airport. The plan was primarily focused on maintaining general aviation versus allowing for commercial service.

During the Master Plan update, the City consulted with TRPA staff. Per direction from TRPA's legal counsel, as long as airport projects do not increase development rights (CFA, TAUs, residential units, PAOTs, land coverage) or vehicle trips, TRPA adoption of the updated Master Plan was not required. (TRPA Code 14.2.2.A) According to the City staff, the thinking at the time was that the City would be able to implement airfield Alternative 2 and landside Alternative C that were recommended in the Phase 2 report within these parameters and thus did not seek adoption and certification from TRPA. If there is a desire to increase development rights, then adoption of an updated master plan or an area plan is required.

Master plans and area plans adopted by TRPA and in compliance with the Regional Plan provide detailed planning goals, policies, and standards for a specified area. These refine and supersede land use strategies and environmental protection mechanisms called for in the plan area statements. (The airport property is located within four plan area statements - Airport, Country Club, Trout/Cold Creek, and Truckee Marsh PASs.)
The alternative to a master plan is an area plan, or to expand the Tahoe Valley Area Plan and possibly the town center boundaries. A citywide area plan was being considered by Frank Rush and Hilary Roverud as recently as last year. The area plan serves a similar purpose to a master plan – localized planning strategies for a given area. A few advantages of an area plan over a master plan are the ability to develop an alternative coverage management system and alternative transfer ratios for development rights for the area. If the town center boundary is expanded, this affords a wide range of incentives from increased density allowances, transfer bonuses, etc. To determine if this is a viable option, we need to look into specific findings to see if these can be met for the property.

Both the master plan or an area plan would be initiated by the City and is required to be developed in compliance with the Regional Plan, including threshold standards. An area plan would be adopted by TRPA Governing Board and the City.

As always, TRPA staff are available to discuss these options or the TRPA approval process further.

Jennifer Self
Acting Principal Planner
& Long Range Planning Program Manager
775.589.5261

TAHOE REGIONAL PLANNING AGENCY
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From: Mark Johnson <markjgsp@gmail.com>
Sent: Tuesday, May 26, 2020 2:43 PM
To: Jennifer Self <jself@trpa.org>
Subject: Re: South Lake Tahoe Airport Development

Thanks....your awesome for doing that! I have had some good meetings and learning alot over the last couple weeks.

Mark

On Tue, May 26, 2020 at 4:38 PM Jennifer Self <jself@trpa.org> wrote:

> Hi Mark,
>
> I reached out to a few other staff members who were more familiar with the airport site than I am. We are working on gathering some information and will send it over as soon as it is ready.
>
> Best,
>
> Jennifer
>
> **Jennifer Self**
>
> Acting Principal Planner
>
> & Long Range Planning Program Manager
>
> 775.589.5261

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From: Mark Johnson <markjgsp@gmail.com>
Sent: Wednesday, May 20, 2020 6:48 AM
To: Jennifer Self <jself@trpa.org>
Subject: Fwd: South Lake Tahoe Airport Development

Good morning. I received this email from Mark Gibbs yesterday. It was loaded with awesome information. Would you mind addressing paragraph 3 & 4 for me please?

I will be in town next Wed and Thurs. If further discussions are needed while Im there please let me know.

I will be using the City to facilitate the ARP review and make sure TRPA is involved.

Have a great day!

Mark Johnsonn

530-417-5811

---------- Forwarded message ---------
From: **Mark Gibbs** <mgibbs@cityofslt.us>
Date: Tue, May 19, 2020 at 4:51 PM
Subject: RE: South Lake Tahoe Airport Development
To: Mark Johnson <markjgsp@gmail.com>
Cc: Joseph Irvin <jirvin@cityofslt.us>, Ray Jarvis <rjarvis@cityofslt.us>, Kevin Fabino <kfabino@cityofslt.us>, Kyle Jenkins <kjenkins@cityofslt.us>

Mark:

Thank you for reaching out to me last week. Sorry for the delay getting back to you. This email broadly establishes the planning framework required to undertake a major airport development project. These are things to think about when exploring a possible development of a hotel/conference/retail complex at this Airport. Just as any development in Lake Tahoe, environmental review and compliance are significant areas of redress and drivers of the planning process (and ultimately what is achievable in development).

I have attached a few documents that can aid you understand the airport's current financial picture in addition to many development concepts that were vetted with the express purpose of meeting a City Council priority that the airport seek all means to realize financial self-sufficiency from the City's General Fund. The airport concluded that based on the current financial arrangement and strict limits on land coverage that the highest and best use was a public boat/rv storage facility at the basin and additional aircraft hangars to meet demand. City Council at the time did not wish to take on the capital risk and finance the project. Hence, the airport is open to discussions on these development proposals in addition to yours if there is interest. Many of the proposals show the same sort of development conditions present for a hotel/retail/conference center. A hotel is consistent with City Plan Area Statement 116-Airport which allows for this as a permitted use under "tourist accommodation" under the currently approved plan. Furthermore, the FAA and Caltrans typically finds hotel development a compatible land use if such proposed development does not adversely impact existing aeronautical uses.

As initially discussed over the telephone what you are envisioning requires changes to the Airport Master Plan Update that was last approved by City Council in 2017. Unfortunately, the 2017 Airport Master Plan Update, we both inherited, did not envision hotel/retail/conference center proposed by you. Also important, the 2017 Airport Master Plan Update was never approved by the TRPA so any individual project proposal would need to be vetted by the TRPA on a project specific basis. Any major update to the development of the airport as proposed would require an Airport Layout Plan Update with Narrative Report which is a "mini" airport master plan specific to a major development change at an obligated airport that was not addressed through the last airport master plan update. Any Airport Layout Plan Update would need approval by the Federal Aviation Administration to ensure any development does not adversely effect the safety, efficiency or operation of the airport. Caltrans Division of Aeronautics will also review and approve the Airport Layout Plan Update Narrative Report to ensure compatible development within the airport's safety

zones. Safety Zones are a component of the Lake Tahoe Airport Land Use Compatibility Plan. Finally our City Development Services Division must review and approve any new development through a major design review process to meet City land use compatibility and development impacts to the community as a whole.

Since the City never received TPRA approval of the Airport Master Plan; the airport is trying to seek approvals for development on an individual project basis with limited success under my term. The TRPA is unwilling at this time to approve a comprehensive plan for development at the airport. In 2020, TRPA asked for the airport to submit a new Land Capability Map for verification prior to reviewing any development proposals. The 2010 Land Capability Map was apparently approved by the TRPA with omissions. TRPA input is very important as there are planning costs associated with making any changes to proposed development at the airport. What the City does not want is to get three approvals but the TRPA finds a fatal flaw in a development site or concept. I would recommend TRPA involvement at the very earliest opportunity based on past history.

Overall the airport planning process involves tackling these major elements. I tried to distill hundreds of pages of regulatory guidance into major elements of large scale airport development projects.

- Establishing an Airport Master Plan, Airport Layout Plan Update Narrative Report or other visioning tool;
- Aligning airport and community goals; community consideration/consultation;
- Setting a leasing policy;
- Ensure contracting mechanisms comply with Federal Aviation Administration Airport Sponsor Grant Assurances (#5,6,7,8,20,21,,24,29,31)
- Providing flexibility throughout the development process;
- Coordinating with local, state, and federal agencies, when appropriate.

Airport Manager's Recommended Steps to Develop Airport Property for New Development Not Previously Approved in 2017 Airport Master Plan Update.

Please note that depending on the nature of environmental review it may take 3 years to obtain all approvals.

1. Contract document to establish P3 relationship in Airport Planning Process (resource allocation, who pays for what, etc.)
2. Provide for initial environmental scoping meeting with FAA San Francisco Airport District Office of Environmental Compliance for project proposal. This is a MUST DO per FAA Order 5050.4B, *Airport Environmental Compliance Handbook*. Tiering of environmental review is encouraged and airport sector environmental review is very complex. Hence, the need for early involvement of FAA in outlining the environmental review process for a development project. FAA also will determine schedule for NEPA compliance (timeline).

501. PROJECT PLANNING AND NEPA. To achieve NEPA's intent, 4
states:

> "Agencies shall integrate the NEPA process with other planning at the earliest poss
> insure that planning and decisions reflect environmental values, to avoid delays lat
> process, and to head-off potential conflicts."

504. KEY MASTER PLAN STEPS THAT AID THE NEPA PROCE
sponsor developing a master plan that accurately reflects needed airport imp
focus on the following steps.

a. Meet with ARP regional or district office personnel. Early in
phase, the airport sponsor and its planners should meet with the appropriate
district office's planners and environmental specialists. As noted in paragra
coordination allows ARP staff to view the initial, conceptual plan and highl
environmental issues airport planners need to consider. Information exchan
sponsor, planning consultants, and environmental specialists fosters effectiv
planning. It also promotes completing the subsequent NEPA process in a ti
manner.

---

[4] Noise exposure maps and noise compatibility plans prepared under 14 CFR Part 150 pro
about an airport's present and future noise levels and land uses exposed to those levels in t

3. Consult with TRPA on how to handle airport development as the TRPA is not using TRPA Code of Ordinances 14.2.2A *Airports* approval process and has not provided City on their "preferred" approval process so new development remains a grey area that needs early coordination. Any proposed changes to land coverage should be voiced early on in the process.
4. Establish FMV on non-aeronautical use of property (appraisal) required for FAA formal Land Release (see step 5).

5. Obtain Land Release (Federal Action) to convert portions designated aeronautical/terminal to non-aeronautical (NEPA Environmental Review Triggered FAA Order 5050.4B Section 207.) Maybe an Categorical Exclusion or EA/EIS based on use or extraordinary circumstances of the released land (future use) that are probable due to location of airport in Lake Tahoe.
6. Airport Layout Plan Update Narrative Report . ALP approval by FAA is either Mixed, Unconditional or Conditional Approval See Environmental Appendix B.Page B-1

    a. City Council formally adopts new Airport Layout Plan Update
    b. Airport Layout Plan Update also must be provided to Caltrans Division of Aeronautics.
    c. FAA must approve ALP with proposed development depicted. If it is not on the approved ALP the development cannot proceed until it is shown on the approved ALP.

7. Project Specific Environmental Review on Proposed Development ***Tiering encouraged from Neg mitigated declaration 2017 Airport Master Plan Update*** (Adopting ALP triggers CEQA and NEPA review). Costs for preparation of environmental review at project proponent expense §21089. Costs for preparing an ALP Update for airport development is at the cost of the project proponent and is not eligible for Federal funding. ALP Update approval is considered a "Federal Action" triggering environmental review under NEPA. Cost for NEPA compliance with ALP Approval is at the expense of the project proponent (City or Developer; TBD)

    a. Project Specific TRPA / CEQA Initial Study PRC§21083.5 which may likely result in a Negative Declaration, Mitigated Negative Declaration or EIR. May also require CEQA scoping meetings depending on nature of environmental impact level
    b. NEPA EA or EIS completed either during ALP approval process "Mixed ALP Approval" or "Unconditionally ALP Approval" or at time project is "ripe" for environmental review as a "Conditionally Approved ALP" which only requires a Categorical Exclusion but does require future environmental review under NEPA as designated by FAA official.
    c. Robust coordination with local tribal agencies as well as federal, state and local resource agencies.

8. City of South Lake Tahoe General Development Application for the proposed development project required
9. Development Agreement and Airport Land Lease Agreement(s) once planning approvals obtained.

Great source for reference is Guidebook for Developing & Leasing Airport Property, published by the Airport Cooperative Research Board, an arm of the National Academies of Sciences, Medicine and Engineering.

Supporting documents for other airport development plans, airport land capability map, and current approved Airport Layout Plan are available here as resources https://cityofsouthlaketahoe-my.sharepoint.com/:f:/g/personal/mgibbs_cityofslt_us/Ei3pmI3RX9pFqfa85e5qTpoBrnNlIeQReBNjQRMQTYRlLQ?e=aGiR3Z

Mark, I am sorry to provide you with so much but you did ask me a lot of very good questions. I believe this email actually provides you with 80% of the information you desired. The other 20% left my mind during our telephone conversation so I apologize. You really did have some thoughtful questions/comments; so thank you for those. I believe I will be meeting you in person next Thursday at the Joe Irvin's Office. I look forward to seeing you in person.

Sincerely,

Mark Gibbs, A.A.E.

Airport Manager

Lake Tahoe Airport (TVL)

1901 Lisa Maloff Way, Suite 100

South Lake Tahoe, CA 96150

Tel: (530) 542-6182

Cell: (530) 208-8074

Fax: (530) 544-6366

Email: mgibbs@cityofslt.us





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From: Mark Johnson <markjgsp@gmail.com>
Sent: Wednesday, May 6, 2020 11:35 AM
To: Mark Gibbs <mgibbs@cityofslt.us>
Subject: Airport

Great talk today. This is my email.

Mark Johnson

530-417-5811

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