PUBLIC REVIEW DRAFT



Initial Study/Initial Environmental Checklist/Environmental Assessment

Meyers Watercraft Inspection Station

Meyers, California

April 2026

Meyers Watercraft Inspection Station

Meyers, California

Initial Study/Initial Environmental Checklist/Environmental Assessment

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List of Abbreviations

Abbreviation	Definition
AFY	acre-feet per year
AIS	aquatic invasive species
APE	Area of Potential Effect
AQMD	Air Quality Management District
BMP	best management practice
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geologic Survey
CHP	California Highway Patrol
CNEL	Community Noise Level Equivalent
CNPS	California Native Plant Society
CRHR	California Register of Historical Resources
dbh	diameter at breast height
DNL	day-night average sound level
DOC	California Department of Conservation
DOF	California Department of Finance
DTSC	California Department of Toxic Substance Control
DWF	dry weather flow
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	federal Endangered Species Act
FEMA	Federal Emergency Management Administration
GHG	greenhouse gases

GPD	gallons per day
GPM	gallons per minute
IEC	Initial Environmental Checklist
IPES	Individual Parcel Evaluation System
IS	Initial Study
LTAB	Lake Tahoe Air Basin
LTBMU	Lake Tahoe Basin Management Unit
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MGD	million gallons per day
MND	Mitigated Negative Declaration
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service
OSHA	Occupational Safety and Health Administration
PM	particulate matter
RCD	Resource Conservation District
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SGMA	Sustainable Groundwater Management Act
SQIP	Scenic Quality Improvement Program
SR	State Route
SRA	State Responsibility Area
SSS	special status species

STPUD	South Tahoe Public Utility District
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	California State Water Resource Control Board
TAC	toxic air contaminant
TRPA	Tahoe Regional Planning Agency
TVS	Tahoe Valley South
UAIC	United Auburn Indian Community
USFWS	United States Fish and Wildlife Service
VMT	vehicle miles traveled
WIS	watercraft inspection station
WUI	wildland urban interface

Executive Summary

El Dorado County (County), in cooperation with the Tahoe Regional Planning Agency (TRPA), California Tahoe Conservancy (Conservancy), and United States Fish and Wildlife Service (USFWS), is proposing the construction and operation of the Meyers Watercraft Inspection Station Project (Project or Proposed Action under the National Environmental Policy Act [NEPA]). The Project would relocate the existing watercraft inspection station in Meyers, currently located at 2175 Keetak Street in South Lake Tahoe, California, to a more suitable, permanent location on Pomo Street near the junction of State Route (SR) 89 and U.S. Highway (US) 50.

This document satisfies the requirements of the California Environmental Quality Act (CEQA), the TRPA, and NEPA. With respect to CEQA, this document has been prepared in accordance with CEQA statute (Public Resources Code [PRC] Sections 21000 – 21177) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 – 15387). For projects subject to CEQA, NEPA, or other state or local environmental review, TRPA shall (whenever feasible) coordinate its environmental review process with the local, state, or federal process. Coordination includes joint activities such as scoping, selection of consultants, notice, and concurrent comment periods. CEQA encourages similar coordination (refer to CEQA Guidelines Sections 15220 – 15229).

With respect to NEPA, this joint document examines the potential environmental impacts associated with the Proposed Action and complies with NEPA[1] in accordance with the Department of the Interior NEPA regulations (43 Code of Federal Regulations 46; 516 Department Manual 1), USFWS policy (550 Service Manual 3), and other relevant regulations and requirements. NEPA requires examining the Proposed Action's effects on the natural and human environment.

Summary of Proposed Project/Action

TRPA leads the Lake Tahoe Aquatic Invasive Species (AIS) program, guided by the Lake Tahoe Aquatic Invasive Species Management Plan. AIS prevention and control is a top priority of the Lake Tahoe Environmental Improvement Program, as invasive species pose a significant threat to Lake Tahoe's extraordinary clarity and ecological health. Establishing permanent watercraft inspection stations is critical to providing consistent, effective protection against the introduction and spread of AIS into the region's waters.

In 2021, the TRPA-administered AIS program received funding through the federal Bipartisan Infrastructure Law for the provision of AIS inspection locations. In addition, the Conservancy through its

[1] Executive Order 14154, Unleashing American Energy (Jan. 20, 2025), and a Presidential Memorandum, Ending Illegal Discrimination and Restoring Merit-Based Opportunity (Jan. 21, 2025), require the Department of the Interior to strictly adhere to NEPA, 42 U.S.C. §§ 4321 et seq. Further, such Order and Memorandum repeal Executive Orders 12898 (Feb. 11, 1994) and 14096 (Apr. 21, 2023). Because Executive Orders 12898 and 14096 have been repealed, complying with these Orders is a legal impossibility. The USFWS verifies that it has complied with the requirements of NEPA, including the Department's regulations and procedures implementing NEPA at 43 C.F.R. Part 46 and Part 516 of the Departmental Manual, consistent with the President's January 2025 Order and Memorandum. The USFWS has also voluntarily considered the Council on Environmental Quality's rescinded regulations implementing NEPA, previously found at 40 C.F.R. Parts 1500 – 1508, as guidance to the extent appropriate and consistent with the requirements of NEPA and Executive Order 14154.

Asset Land Program has appropriate land available for development that meets the needs of the AIS program and is proximate to the existing station.

The Project would consist of construction and operation of a watercraft inspection station, decontamination area, and workforce housing. Presently, the existing inspection station is constrained and does not support enough safe area for work on large event days. Consequently, inspections occur in public roadways, which is unsafe for staff. In addition, and due to site constraints, winterization of the facility requires additional attention each year. The new location would provide a more efficient way of inspecting vehicles, provide adequate safe space for inspections to occur, while minimizing impacts of vehicular traffic on neighborhood streets. In addition to providing improved vehicle entrance and exit along Pomo Street with truck/boat trailer queuing lanes, the Project would include the following improvements:

- Decontamination unit and other associated stormwater treatment facilities
- Mechanical and storage buildings
- Office building
- Public restroom
- Bicycle station
- Workforce housing and associated parking
- On-site parking for employees
- Open space/public access area
- Connection to nearby bike trails
- AIS interpretive area

Upon completion of construction, existing facilities at the current watercraft inspection station would be removed.

Project Features

The Project would construct an upgraded, watercraft inspection station that includes 2 active inspection bays; on-site queuing capacity for up to 15 truck-and-boat trailers; designated employee parking; and a 3,600-square-foot building housing an office, public restroom, decontamination unit, and storage. The site would also include open space, a trail connection, and an interpretive area along its eastern boundary. Additionally, 6 workforce housing units (totaling approximately 4,600 square feet of new residential use) would be developed along Pomo Street. All vehicles accessing the site, including those of employee residents, would use the proposed ingress and egress points.

Potential Impacts

Based on the environmental evaluation performed for this Initial Study (IS), Initial Environmental Checklist (IEC), and Environmental Assessment (EA) and coordination and consultation with appropriate

federal, state, and local agencies, as well as federally recognized Native American tribes, the Project would have:

- No Impact on Mineral Resources.
- Less Than Significant Impact on Aesthetics, Agriculture and Forestry Resources, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use Planning, Population and Housing, Public Services, Recreation, Transportation, Utilities, Service Systems, and Wildfire.
- Less Than Significant Impact with Mitigation Incorporated on Biological Resources, Noise, and Tribal Cultural Resources. The Project would implement mitigation measures as described in the IS/IEC/EA to reduce potential impacts to less than significant.

As a result, the impacts associated with the Project (i.e., Proposed Action) and a No Action Alternative would not individually or cumulatively have a significant impact on the quality of the natural and human environment.

Mitigation Measures

The County has agreed to implement the following mitigation measures to reduce Project impacts to a "Less Than Significant" level:

BIO-1: All Sierra juniper trees located outside the immediate footprint or essential work area of Project components will be protected and avoided regardless of diameter at breast height. Sierra junipers that occur within the immediate footprint or essential work area of Project components (e.g., buildings, decontamination area, or other permanent infrastructure) may be removed where avoidance is infeasible. Any such removal will occur in compliance with the Meyers Area Plan and TRPA Code of Ordinances and will require all applicable permits and approvals prior to removal. Temporary construction uses, such as staging areas, shall not qualify as essential work area requiring tree removal.

At a minimum and prior to construction, orange construction limit fencing will be installed around the entire dripline of each on-site tree within 20 feet of the limits of construction. No ground disturbance, soil compaction, construction of structures, or staging or storage of construction materials will occur within the fenced protection area. Existing grade around each juniper will be maintained to at least the edge of the tree's dripline.

BIO-2: To prevent the spread of invasive species, the Project proponent will treat and/or remove invasive plants in the Project area prior to construction. Any construction equipment and materials that enter the Project area will be cleaned, free of dirt, vegetation material, and other organic/inorganic debris. All equipment and materials will be cleaned prior to entering the Project area, and the construction manager or other qualified personnel shall inspect all equipment to ensure this requirement is met. Disturbed soil areas and stockpiles will be covered when inactive and will be monitored/treated for invasive plant species establishment. All disturbed soil areas will be landscaped or otherwise revegetated with native species. All imported fill, mulch, straw, seed, or other revegetation materials used during construction shall be certified free of noxious weeds.

BIO-3: At least 14 days prior to removal or modification of trees or other features that may provide roosting habitat for bats, a qualified biologist will conduct a pre-construction survey to determine the presence or absence of roosting bats. Results of the survey will be provided to the Project proponent. If bats or signs indicating past or present roosting are found, the Project proponent will report the bat observation or roost to California Department of Fish and Wildlife (CDFW) and will delay removal until the roost can be confirmed unoccupied. The Project proponent will coordinate with CDFW to determine an appropriate activity-free buffer area around occupied roosts in the Project area, if found.

NOI-1: TRPA shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 8:00 a.m. to 6:30 p.m.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors is to be located as far as is practical from existing residences. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all Project construction.

TCR-1: The County will enact the following measures related to tribal cultural resources:

1. Construction Monitoring. The Washoe Tribe of California and Nevada has requested, and the County has agreed, to tribal cultural resources monitoring during ground disturbing construction activities. The County will prepare a monitoring plan and provide it to the Tribe prior to commencing construction, and shall continue coordination with the Tribe up to and during ground disturbing activities of the Project concerning the avoidance and protection of Tribal Cultural Resources that may be impacted.
2. Inadvertent Discoveries. The following measure is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources during the Project's ground disturbing activities. An inadvertent discovery plan will be included in the monitoring plan:
    a. If any suspected tribal cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the discovery, or an agreed upon distance based on the Project area and nature of the find. A qualified professional

archaeologist and a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a tribal cultural resources (PRC § 21074). The Tribal Representative or qualified archaeologist will make recommendations for further evaluation and treatment as necessary.

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

c. Work at the discovery location shall not resume until all necessary investigation and evaluation of the discovery have been satisfied.

3. Human Remains. In the event human remains are discovered, all work shall cease immediately, and the County, TRPA, and the Washoe Tribe of Nevada and California shall be informed. All measures shall be made to secure and protect areas in which human remains and funeral objects are discovered. Construction workers and/or contractors or subcontractors on the job site will not be permitted to take photographs of human remains, or funeral objects. Resources are not to be moved or taken from the Project area and work should not resume until authorized.

   The County Coroner and local law enforcement will be notified according to Section 5097.98 of the State PRC and Section 7050.5 of California's Health and Safety Code to conduct proper evaluation and treatment of remains. The coroner and the law enforcement agency will evaluate the discovery to determine whether it is a crime scene or a burial. 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.

   If human remains are determined to be associated with a burial, the County will notify the State Historic Preservation Office (SHPO) and will work with SHPO to determine measures to take. That office will contact the appropriate tribal representatives and consult on the disposition of the remains and any associated artifacts.

1 Project Information

Type of Information	*Project Details*
1. Project title:	Meyers Watercraft Inspection Station
2. Lead agency name and address:	El Dorado County
3. Contact person and phone number:	Thea Graybill, El Dorado County, Thea.Graybill@edcgov.us, (530) 573-7908
4. Project location:	Pomo St, Meyers, California
5. Project sponsor's name and address:	El Dorado County 924 B Emerald Bay Road South Lake Tahoe, California 96150
6. General Plan designations:	Meyers Area Plan: Meyers Town Center district, Recreation zoning
7. Zoning:	Meyers Area Plan Recreation zoning
8. Description of project:	The Project would consist of construction of a watercraft inspection and decontamination area, vehicle entrance and exit with truck/boat trailer queuing lanes, decontamination unit and other mechanical and stormwater treatment facilities, associated mechanical and storage buildings, an office building, public restroom, public service bicycle station, workforce housing and associated parking, on-site parking for employees, open space/public access area, connection to nearby bike trails, and an aquatic invasive species (AIS) interpretive area. Presently, visitors queue on nearby public roadways, and the new location would provide on-site queuing, a more safe and efficient location for inspecting vehicles, and would also minimize impacts of vehicular traffic on neighborhood streets.
9. Surrounding land uses and setting:	The land surrounding the Project area is roughly evenly divided between built and unbuilt properties. About half of the surrounding area consists of existing residential development, industrial facilities, U.S. Highway (US) 50 and State Route (SR) 89, while the remaining half is characterized by open space. The Project area is bordered to the north and east by US 50 and SR 89. The southern boundary of the Project area is Pomo Street, beyond which a residential neighborhood is located approximately 420 feet away. To the west, the landscape transitions to a mix of open space and residential uses, with the nearest homes situated about 410 feet from the Project area.
10. Other public agencies whose approval is required:	Tahoe Regional Planning Agency (TRPA) United Stated Fish and Wildlife Service (USFWS) California Tahoe Conservancy (Conservancy)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	Native American correspondence was initiated with a letter to the California Native American Heritage Commission (NAHC). The letter requested a search of their Sacred Lands File (SLF) and a contact list for regional tribes that may have knowledge of tribal cultural resources within or immediately adjacent to the Area of Potential Effect (APE). A response was received from the NAHC on September 9, 2024, which indicated negative SLF results for the APE and its immediate vicinity. Native American correspondence was initiated on October 14, 2024, to request consultation with all tribes affiliated with the Project area. Follow-up emails were sent on October 28, 2024, to tribes who did not respond to the initial outreach. On October 28, 2024, the Washoe Tribe of Nevada and California responded that they require a Cultural Monitor to be present during ground disturbance activity. United Auburn Indian Community (UAIC) of the Auburn Rancheria deferred consultation to the Washoe Tribe on October 14, 2024. The Colfax-Todds Valley Consolidated Tribe, Susanville Indian Rancheria, and Wilton Rancheria have not responded to date.

2 Introduction

This Initial Study (IS), Initial Environmental Checklist (IEC), and Environmental Assessment (EA) identifies and assesses the potential environmental impacts of the Meyers Watercraft Inspection Station Project (Project).

2.1 Environmental Review Process

This document satisfies the requirements of the California Environmental Quality Act (CEQA), the Tahoe Regional Planning Agency (TRPA), and the National Environmental Policy Act (NEPA).

For projects subject to CEQA, NEPA, or other state or local environmental review, TRPA shall (whenever feasible) coordinate its environmental review process with the local, state, or federal process. Coordination includes joint activities such as scoping, selection of consultants, notice, and concurrent comment periods. CEQA encourages similar coordination (refer to CEQA Guidelines § 15220 – 15229).

Sections 2.1.1, 2.1.2, and 2.1.3 below discuss the general environmental review processes pertaining to the Project.

2.1.1 California Environmental Quality Act

The County has prepared this IS and proposed MND pursuant to CEQA for the proposed Meyers Watercraft Inspection Station Project (Project). CEQA requires that all state and local government agencies consider the environmental consequences of projects they propose to implement, or over which they have discretionary authority, before implementing or approving those projects. As specified in the CEQA Guidelines § 15367, the public agency that has the principal responsibility for carrying out or approving a project is the lead agency for CEQA compliance. The County has principal responsibility for approving the Project and is therefore the lead agency under CEQA for the Project.

This IS/MND has been prepared in accordance with the CEQA statute (Public Resources Code [PRC] § 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR] § 15000 et seq.). The purposes of the IS are to 1) determine whether implementation of the Project would result in potentially significant or significant effects on the environment; and 2) incorporate mitigation measures into the Project design, where feasible, to reduce the Project's potentially significant or significant effects to a less than significant level. An IS/MND presents environmental analysis and substantial evidence supporting its conclusions regarding the significance of environmental impacts. Substantial evidence may include expert opinion based on facts, technical studies, or reasonable assumptions based on facts (CEQA Guidelines § 15063(a) and 15064(f)).

As specified in Section 15064(a) of the CEQA Guidelines, if there is substantial evidence (such as the results of an IS) that a project, either individually or cumulatively, may have a significant effect on the environment, then the lead agency must prepare an Environmental Impact Report (EIR). The lead agency may instead prepare a Negative Declaration if it determines there is no substantial evidence that a project may cause a significant impact on the environment. The lead agency may prepare an MND if, during the IS analysis, it is recognized that a project may have a significant impact on the environment but that implementing specific mitigation measures would reduce any such impacts to a less than significant level (CEQA Guidelines, Section 15064(f)).

2.1.2 Tahoe Regional Planning Agency

TRPA prepared this IEC pursuant to the TRPA Code of Ordinances (TRPA Code; TRPA 2025a) requirement for environmental documentation. The TRPA Code stipulates that TRPA shall use either an IEC checklist or EA to determine whether an environmental impact statement shall be prepared for a project. For an IEC checklist, the applicant shall submit the following (TRPA Code Section 3.3.1):

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

2.1.3 National Environmental Policy Act

NEPA is a federal law applicable to all federal agencies. NEPA requires federal agencies to undertake an EA of their proposed actions before making decisions and taking action. The NEPA process is intended to promote better agency decisions by ensuring high-quality environmental information is available to agency officials and the public before the agency decides whether and how to undertake a federal action. The appropriate NEPA documentation for a particular proposed project or action depends largely on the significance, in terms of context and intensity, of the Project's potential environmental impacts. An EA is prepared for federal actions when the significance of environmental impact is not clear. If after preparing an EA, it is determined that the impact is significant, an Environmental Impact Statement (EIS) is then prepared. If not, a Finding of No Significant Impact (FONSI) is documented.

The United States Fish and Wildlife Service (USFWS) is the lead agency under NEPA. Given the purpose and need, the Responsible Official reviews the Proposed Action to decide whether the Project will be implemented as described and whether a FONSI can be supported by the environmental analysis contained in this EA.

2.1.4 Public Review

This Draft IS/IEC/EA is being circulated for public review and comment beginning on April 16, 2026. All comments must be submitted by May 15, 2026. During this period, comments from the public as well as organizations and agencies on environmental issues may be submitted to the lead agency. Several comment submission methods are listed below, with electronic comment submission as the preferred method for submitting comments. Please address written comments to:

El Dorado County
Planning and Building Department, Tahoe Planning and Building Division
924 B Emerald Bay Road
South Lake Tahoe, CA 96150
Attn: Thea Graybill, Planning Manager

Please send email comments to meyersais@trpa.gov and include the Project title in the subject line, attach comments in MS Word or Adobe PDF format.

A copy of the document can be reviewed at the County office at the above address or online at https://tahoeboatinspections.com/meyers/. For further information regarding this document and future consideration of the Project and subsequent approvals, please contact Thea Graybill, Planning Manager.

Before the County approves the Project, the lead agencies shall ensure that the document has been completed in compliance with CEQA, NEPA, and TRPA requirements. The County would adopt the IS/MND and adopt the Mitigation Monitoring and Reporting Plan (MMRP) as conditions of approval for the Project. Issuance of a Finding of No Significant Impact by USFWS would confirm Project compliance with NEPA requirements, and issuance of a Finding of No Significant Effect by TRPA would confirm Project compliance with TRPA requirements. Such determinations show that the decision-making bodies reviewed and considered the information in the IS/IEC/EA, and that the document reflects the independent judgment of the lead agencies based on all relevant available information.

2.2 Purpose, Need, and Project Objectives

Environmental review frameworks addressed in this joint document require varying levels of specificity regarding a project's purpose, need, and objectives. NEPA requires disclosure of a project's purpose and need in an EA, and CEQA requires a description of the basic objectives of a project as part of a project description. TRPA regulations do not specifically require discussion of a project's purpose, need, and objectives in an environmental document, but they are typically described.

The purpose of the Project is to provide a watercraft inspection station with adequate on-site facilities to serve the watercraft inspection needs within the southern portion of the Tahoe Basin, along United States Highway (US) 50, consistent with regional priorities to prevent the introduction and spread of AIS as identified in the Lake Tahoe Aquatic Invasive Species Management Plan and the Environmental Improvement Program. The need for the Project is to reduce safety concerns and improve operational efficiencies of watercraft inspection, due to the current lack of adequate queuing and facilities at the existing watercraft inspection station. Establishing a permanent inspection station at this location would provide consistent and effective protection against AIS, which is one of the most critical tools for preserving Lake Tahoe's water clarity and ecological health. The recent discovery of golden mussels in California in close proximity to the Lake Tahoe Region emphasizes the need for sustainable prevention efforts to prevent AIS from establishing in the Lake Tahoe Basin.

Additionally, this Project would provide up to 6 residential units on-site for employees of the inspection station. This element of the Project aligns with regional objectives to provide access to housing so that people who work in the Lake Tahoe Basin have more opportunities to live in the basin, as well as reducing vehicle miles traveled (VMT) from employees living and working within the Lake Tahoe Basin.

The Project objectives include:

- Provide a permanent location for watercraft inspection services near the US 50 corridor
- Improve operational efficiency by eliminating the need to rely on a leased private property
- Provide on-site vehicle queuing, to provide safe working space for watercraft inspectors on-site
- Provide on-site workforce housing

- Improve visitor vehicular traffic flow and reduce queuing along local streets within the SR 89 corridor
- Improve customer experience
- Enhance local bike and pedestrian trail connections
- Minimize operational impacts on adjacent residential areas

2.3 Summary of Findings

The following environmental factors would be potentially affected by this Project, involving at least one impact that would be a "Potentially Significant Impact" without the implementation of mitigation measures:

- Biological Resources
- Noise
- Tribal Cultural Resources

Based on the environmental evaluation performed for this IS/IEC/EA, the Project would have:

- No Impact on Mineral Resources.
- Less Than Significant Impact on Agriculture and Forestry Resources, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use Planning, Population and Housing, Public Services, Recreation, Transportation, Utilities, Service Systems, and Wildfire.
- Less Than Significant Impact with Mitigation Incorporated on Biological Resources, Noise and Tribal Cultural Resources. The Project will implement mitigation measures as described herein to reduce potential impacts to less than significant.

2.4 Lead Agencies

The lead agency is the public agency that with discretionary authority over the Project and is responsible for carrying out or approving a Project. It is the lead agency's responsibility to determine what level of environmental review document is appropriate for the proposed project or action. Since this Project falls under CEQA, NEPA, and the TRPA Planning Compact, there are 3 lead agencies and 3 separate decisions on the Project. The County is the lead agency for CEQA. TRPA is the lead agency for the TRPA IEC. The USFWS is the lead agency for NEPA.

2.5 Cooperating, Trustee, and Responsible Agencies

Under NEPA regulations, a cooperating agency is any federal agency, other than the lead agency, which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. Under CEQA and the CEQA Guidelines, a trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California, and a responsible agency is a public agency, other than the lead agency, which has discretionary approval responsibility for reviewing, carrying out, or approving elements of a project.

For the Project, the California Department of Fish and Wildlife (CDFW) is a trustee agency with jurisdiction over resources potentially affected by the Project. The California Department of Transportation (Caltrans) is a responsible agency with discretionary approval for Project activities within the US 50 and SR 89 rights-of-way (ROWs). As the Project would involve the disturbance of more than one acre, the Lahontan Regional Water Quality Control Board (RWQCB) would also be a responsible agency and would require compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction in the Lake Tahoe Hydrologic Unit. In addition, TRPA, the California Tahoe Conservancy (Conservancy), and the California Department of Forestry and Fire Protection (CAL FIRE) are considered responsible agencies under CEQA. Responsible and trustee agencies should participate in the lead agencies' environmental process, review the lead agency's environmental document, and use the document when making decisions on Project elements.

2.6 Other Required Permits and Additional Approvals

The Project would obtain or comply with the requirements of any necessary permits/approvals, which may include the following:

- TRPA Environmental Improvement Program Project No. 01.03.01.0033
- CAL FIRE approval of conversion exemption pursuant to 14 CCR Section 1104.1
- Conservancy approval of land exchange
- Caltrans Encroachment Permit for any work within US 50 or SR 89 ROWs
- Lahontan RWQCB NPDES Permit for disturbance of more than one acre during construction

3 Project Description

Watercraft inspection stations (WIS) play a crucial role in preventing the spread of AIS into the Tahoe Region. The County, in cooperation with TRPA, the Conservancy, and USFWS, proposes to relocate the existing WIS in Meyers, currently located at 2175 Keetak Street in South Lake Tahoe, California to a more suitable, permanent location on Pomo Street, west of SR 89 and near the junction of SR 89 and US 50 – this effort is referred to as the Project. The Project would consist of construction of a watercraft inspection and decontamination area, vehicle entrance and exit with truck/boat trailer queuing lanes, decontamination unit and other mechanical and stormwater treatment facilities, associated mechanical and storage buildings, an office building, public restroom, public service bicycle station, workforce housing and associated parking, on-site parking for employees, open space/public access area, connection to nearby bike trails, and an AIS interpretive area. Presently, the inspection station is only capable of accommodating the queuing of one tow vehicle and watercraft while 2 are being inspected. This forces inspections and queuing to occur on the streets immediately surrounding the inspection station, creating safety concerns for the public and staff. The new location would provide a more efficient and safe way of inspecting vehicles with on-site queuing capacity for 12 vehicles hauling boats, while minimizing impacts of vehicular traffic on neighborhood streets.

3.1 Project Location

The Project area is located on 2.36 acres within the unincorporated community of Meyers within the Lake Tahoe Basin of the County. The Project area is located on 4 parcels (Assessor's Parcel Numbers [APNs]: 034-300-028, 034-300-027, 034-300-026, and 034-300-025) located immediately south of the SR 89 and US 50 interchange (**Figure 1**) and currently owned by the Conservancy.

3.2 Project Background

Approximately 2,000 boats are inspected every year at the WIS in Meyers to protect Lake Tahoe from AIS. The current inspection station at 2175 Keetak Street requires some winterization efforts each year. The current Meyers station workers commute to the site and inspect around 13 boats per day over the entire boating season (May through October), with daily averages peaking in July at around 26 boats per day. During special events, boat numbers can exceed 45 in a single day. On average, 5 employees work from 8:00 a.m. to 6:00 p.m., but for events like the 4th of July or the American Century Celebrity Golf Championship, up to 8 employees are present (LSC Transportation Consultants 2025). Housing is limited in the Lake Tahoe Basin, and lack of adequate housing is a barrier to seasonal employment, by which the existing watercraft decontamination station is staffed. Snowplow workers, which the County currently houses, are also essential seasonal workers who face challenges finding housing.

The primary goal of relocating the station is to provide a safer working environment (off of roadways) and allow for more sustainable and efficient operations. TRPA, along with partner agencies, identified the proposed location for the inspection station on 4 Conservancy asset land parcels on Pomo Street near the junction of SR 89 and US 50. These asset land parcels were designated by the Conservancy in order to help the County implement sustainable communities strategies required by SB 375. Unlike most Conservancy properties that were acquired to protect environmentally sensitive land

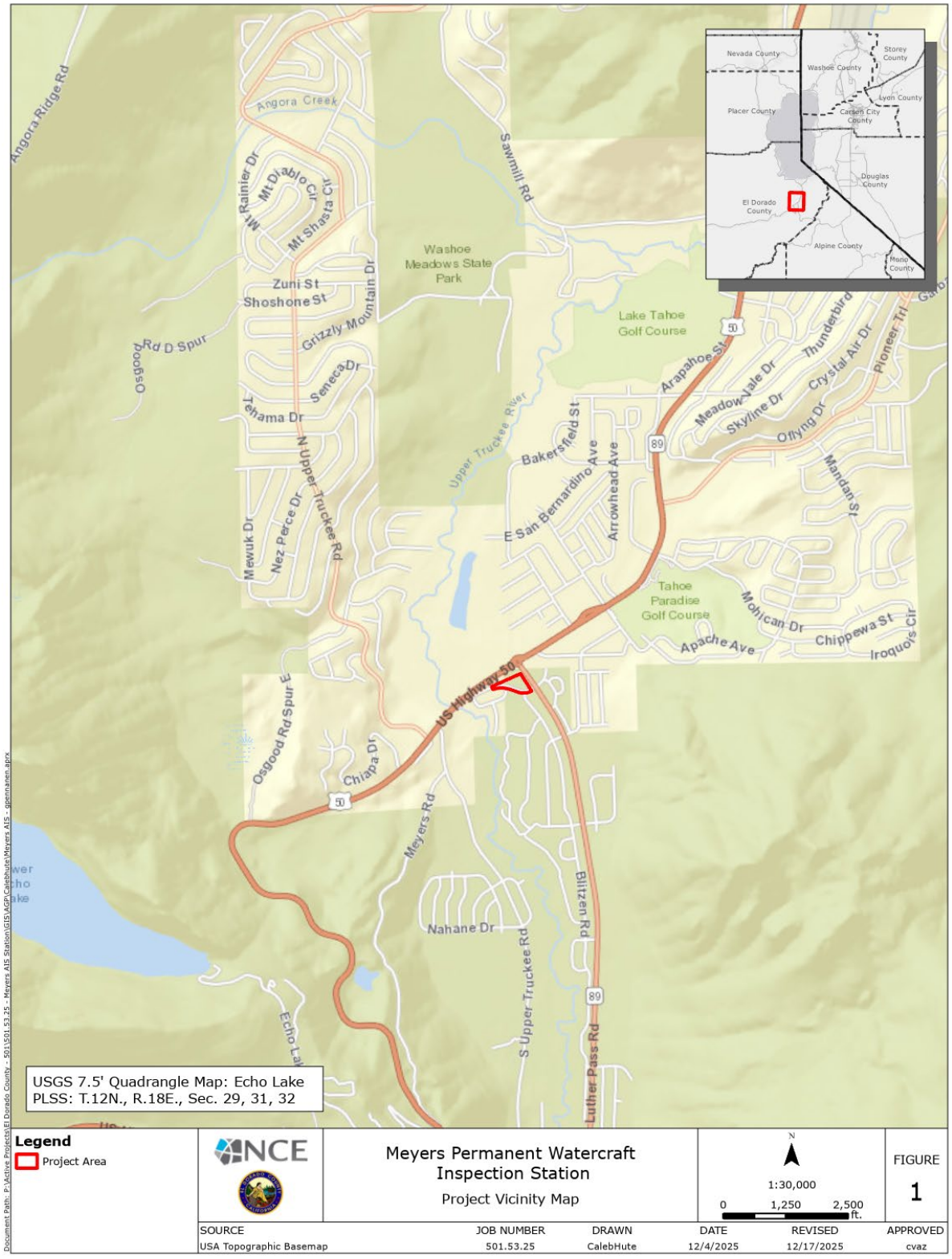


Figure 1. Project Vicinity Map

or provide public access and recreation benefits, asset lands are typically non-sensitive parcels that can support sustainable development consistent with local area plans. The Project would include a land exchange between the County and the Conservancy, which is subject to approval by the El Dorado County Board of Supervisors and Conservancy Board.

Another goal of the Project is to provide employee housing for seasonal staff. This would include staff of the watercraft inspection station during full-scale summer operations, and snowplow drivers during the winter months.

3.3 Existing Conditions

The Project area consists of 4 parcels that are currently vacant and designated as developable Conservancy asset lands. These parcels are primarily open space but are disturbed by informally user-created trails and areas where vehicles have pulled off for temporary parking. A clear-cut utility easement also transverses the Project area. The parcels have also been used for construction staging in the past. Historically, an informal dirt road passed through the Project area, but that road is no longer present.

In addition to these undeveloped parcels, the Project area includes existing roadside stormwater ditches associated with Pomo Street and its intersections with Blitzen Road and Cirugu Street and a disturbed, unpaved overhead powerline easement that is maintained by Liberty Utilities (**Figure 2**).

The Project area supports thinned Jeffrey pine (*Pinus jeffreyi*) forest with a sparse understory of native shrubs and grasses. Dominant vegetation communities in the area include Jeffrey pine, Lodgepole pine (*P. contorta* ssp*. murrayana*), mixed coniferous forests, and upper montane mixed chaparral. Overall, habitat in the Project area supports common native wildlife and plant species, but habitat has been degraded because of the surrounding built environment, human disturbance, paved areas, utility easement, and non-native plants.

3.4 Surrounding Land Uses

The Project area lies within the Meyers Recreation zoning district, as designated in the Meyers Area Plan (El Dorado County 2018). The Meyers Recreation district is designated for land uses that support outdoor activity, open space character, and recreation-oriented facilities consistent with the community's mountain-town identity and year-round recreation economy. Meyers Recreation district land also allows employee housing with a Conditional Use Permit.

The land surrounding the Project area is roughly evenly divided between built and unbuilt properties. About half of the surrounding area consists of existing residential and industrial development, while the remaining half is characterized by open space. US 50 borders the site to the north, and SR 89 lies to the east. A Class 1 bike and pedestrian trial runs between the Project area and US 50 and SR 89, within the Caltrans ROW. The southern boundary of the Project area is Pomo Street, beyond which a residential neighborhood is located approximately 420 feet away. To the west, the landscape transitions to a mix of open space and residential uses, with the nearest homes situated about 410 feet from the Project area.

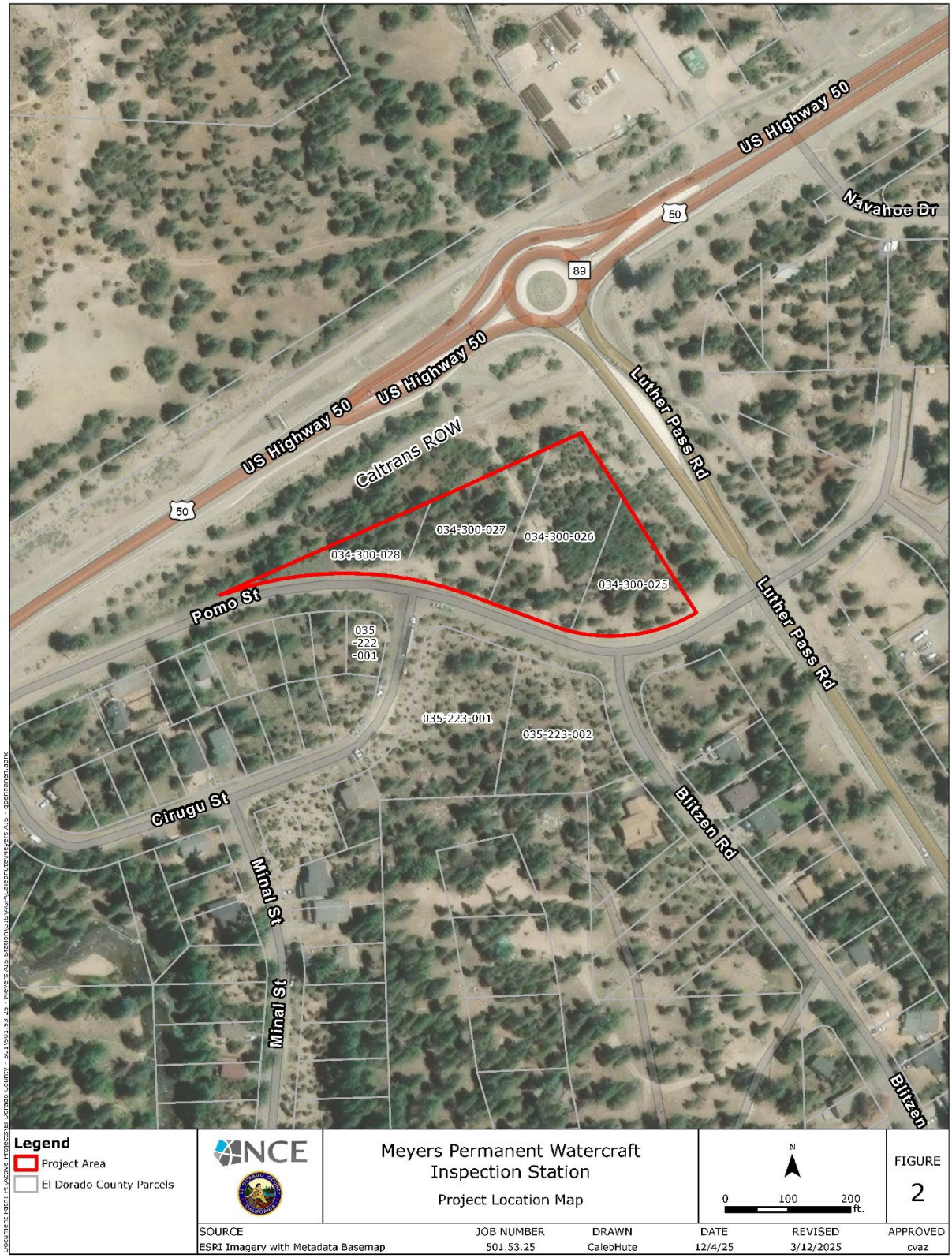


Figure 2. Project Location Map

3.5 Alternatives Analyzed

NEPA requires the evaluation of alternatives in an EA. The alternatives described in this section comply with these requirements as mandated in Section 102(2)(E) of NEPA. Each alternative is potentially feasible, based on relevant economic, environmental, social, technological, and legal factors. In general, the evaluation of alternatives is intended to provide decision-makers and the public with an understanding of the potential tradeoffs among different approaches to achieve the purpose, need, and objectives of the Project.

3.5.1 Alternative 1: Proposed Action

Under Alternative 1, El Dorado County, in cooperation with the aforementioned partner agencies, would construct a WIS on 4 Conservancy-owned parcels along Pomo Street in the Meyers community, which would be operated by a contractor selected and overseen by TRPA. Tahoe Resource Conservation District (RCD) is the current contractor for the existing inspection station. The Proposed Action would replace the existing seasonal inspection station at 2175 Keetak Street with a facility designed to improve inspection efficiency, traffic circulation, and operational sustainability. The Proposed Action would include construction of ingress and egress driveways, an on-site queuing area with capacity for up to 15 vehicles with trailers, an approximately 3,600-square-foot inspection and administration building with office space, a public restroom, storage, stormwater management features, decontamination facilities, and limited public access amenities including interpretive elements. Six units of on-site workforce housing and associated parking would also be provided.

Implementation of the Proposed Action would require a land exchange between the County and the Conservancy to consolidate ownership and support long-term land management objectives. Construction would occur over an approximately 6-month period. For the purposes of CEQA and TRPA, this is the proposed project, pursuant to CEQA Guidelines § 15124, and is described in further detail below in Section 3.7.

3.5.2 Alternative 2: No Action Alternative

Under the No Action Alternative, the proposed relocation and construction of a WIS on Pomo Street would not occur. The existing seasonal watercraft inspection station at 2175 Keetak Street would continue to operate in its current configuration and location. No new inspection, decontamination, administrative, housing, stormwater treatment, or public access facilities would be constructed, and no site grading, vegetation removal, or infrastructure improvements would take place within the Project area. Watercraft inspection operations would remain constrained by the limitations of the existing site, including additional seasonal winterization requirements, limited on-site queuing capacity, and operational inefficiencies during peak boating periods and special events. On-site workforce housing would not be provided, and employees would continue to commute daily to the existing facility.

3.6 Detailed Project Description

The Project would involve the construction and operation of a new WIS that would replace the existing station located at 2175 Keetak Street (approximately 450 feet east of the Project area). The proposed station would allow for improved access and on-site employee housing, as well as increased efficiency of watercraft inspection operations. As part of the Project, the County and the Conservancy would enter

into a land exchange, as the 4 parcels comprising the Project area are currently owned by the Conservancy.

3.6.1 Project Features

Implementation of the Project would involve constructing ingress and egress driveways, a watercraft queuing area, a watercraft inspection building, a stormwater retention area, and areas with public access-related facilities. The on-site watercraft inspection facility would be approximately 3,600 square feet (sf) in size and would provide an office, public restroom, decontamination facility, and storage for watercraft inspection activities. Six units of one- and two-bedroom on-site workforce housing would also be provided, as well as parking for off-site employees who commute to the station. On-site housing would total approximately 4,600 sf. As shown in **Figure 3**, the ingress driveway would be located north of the intersection of Cirugu and Pomo streets, while the egress driveway would be located to the east and require drivers to make a left turn to exit the station onto Pomo Street. The ingress driveway would direct vehicles to a queuing area, which would have capacity for 15 vehicles with trailers. An administrative building and the decontamination unit would be located along the eastern boundary of the Project area. A connection to the Class I bike/pedestrian trail referenced above and an interpretation facility would be located on the northeastern corner of the Project area. Existing trees would be maintained on-site to the west of the WIS and in the southeastern corner of the Project area. A Liberty Utilities easement that bisects the middle of the area in a north-south direction would be maintained through the site but the existing lines may be undergrounded within the Project area as part of the Project.

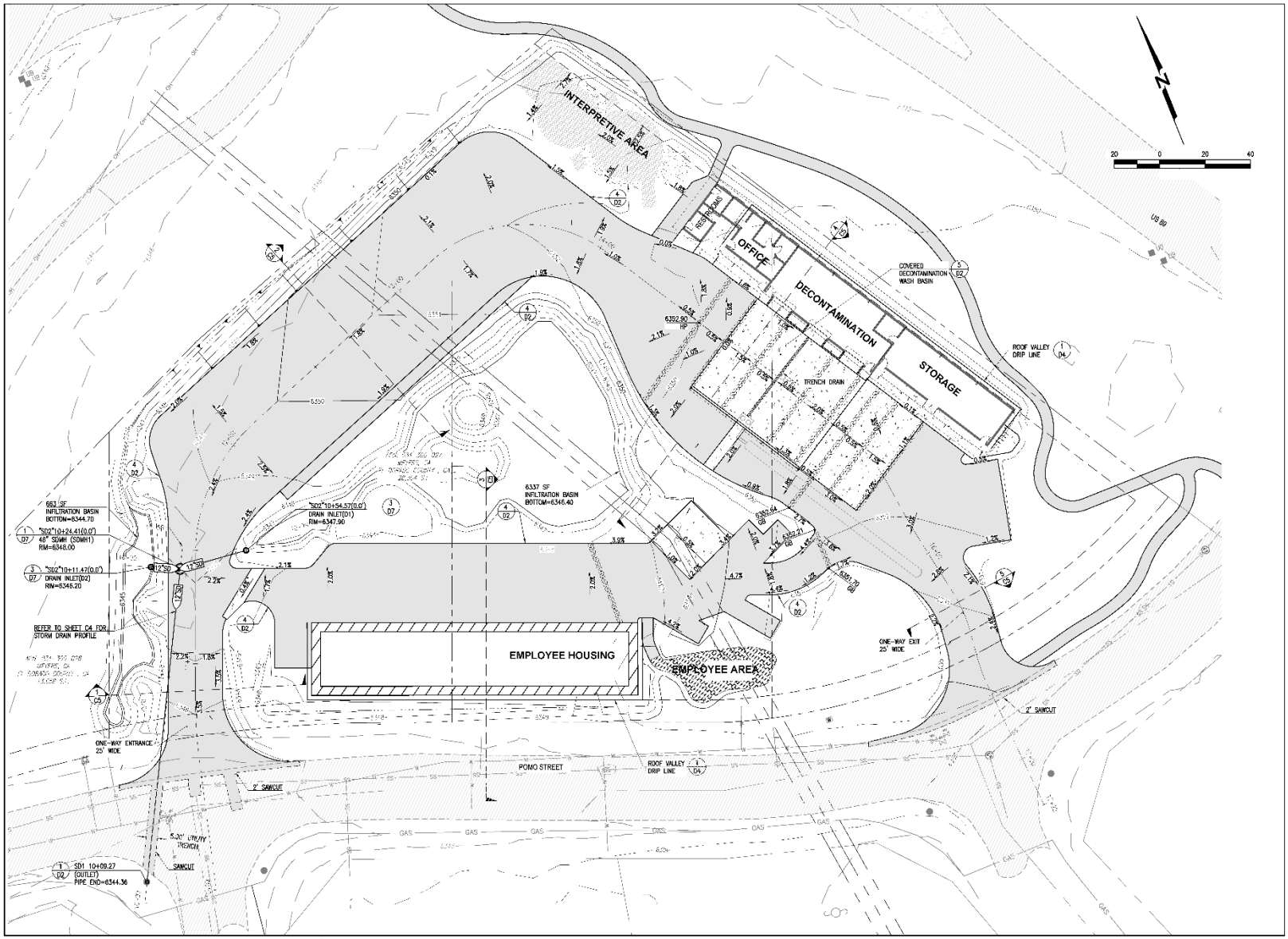


Figure 3. Project Site Plan

3.6.2 Site Ownership and Land Exchange

Implementation of the Project would require development of 4 parcels currently owned by the Conservancy (APNs: 034-300-025, 034-300-026, 034-300-27, and 034-300-028). The affected parcels are part of a separate and larger potential land exchange being considered by the County and the Conservancy, the purpose of which is to consolidate ownership and increase land management efficiencies for the agencies. These types of land exchanges, for consolidation and management efficiencies, have been completed by the Conservancy in the past.

Creating land management efficiencies through this land exchange is important to each agency. The land exchange consolidates County assets and allows for the efficient management of County resources along US 50. The land exchange also consolidates Conservancy assets and allows for the efficient management of both natural resources and passive recreation. Therefore, the land exchange is planned to occur regardless of the outcome of the proposed relocation/redevelopment of the WIS, contingent upon Conservancy Board action, as well as County Planning Commission and Board of Supervisors action.

Consideration by the County and the Conservancy of a land exchange would typically be an exempt activity under CEQA provisions (CCR Section 15325). Such land exchanges may qualify for a statutory exemption from CEQA where the activity involves land sale, acquisition, or transfer or acceptance of funding for the same by a public agency. For the Conservancy, the land exchange must also meet its goals as a State agency, greater management efficiencies, and public benefits, such as for the preservation of open space or lands for park purposes (California PRC Section 21080.28).

As design of the Project progressed, land tenancy rights become necessary to proceed, and the potential land exchange is a necessary part of the Project. The properties being considered in the larger land exchange are referred to as the West San Bernardino Avenue parcels, 1374 Boca Raton Drive, the Meyers Town Center Asset Land parcels, and the Pomo Asset Land parcels (the parcels within and directly adjacent to the Project area.) The properties are all located within 0.5 miles of US 50, with the West San Bernardino Avenue parcels located approximately 0.5 miles west of the Project area and 1374 Boca Raton Drive located approximately 1.8 miles north of the Project area in El Dorado County (**Figure 4**).

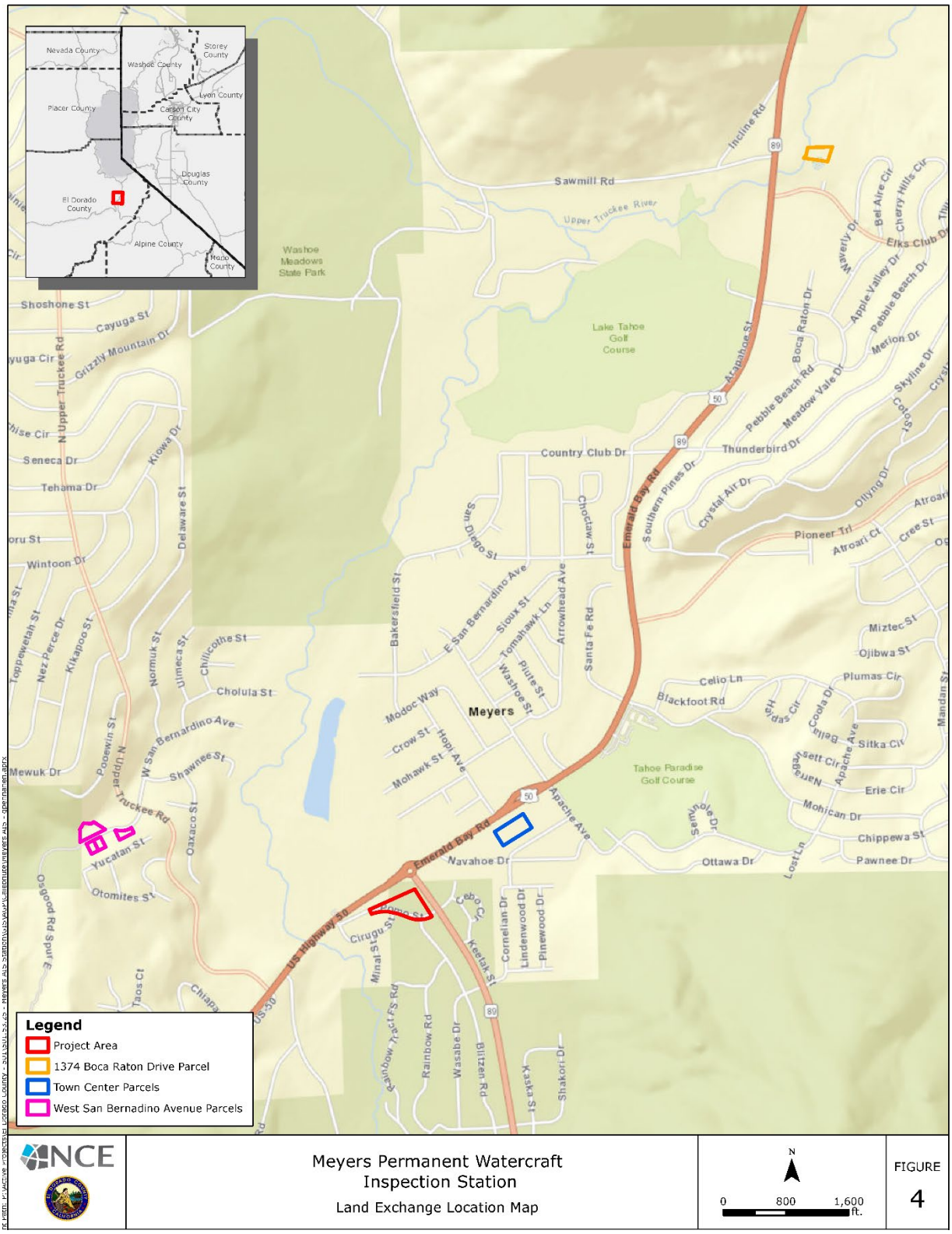


Figure 4. Land Exchange Location Map

Exchange Parcels Going to Conservancy

The West San Bernardino Avenue parcels include El Dorado County APNs 034-623-002, -003, -006, and 034-622-007, located at 620, 621, 630, and 660 West San Bernardino Avenue respectively, and are currently owned by the County. These properties consist of 2.12 acres of land located at the southern terminus of San Bernardino Avenue that currently provide for passive recreation and a potential connection to wildlife habitat, open space, and designated sensitive areas located to the south and west. These properties are adjacent to both Conservancy and US Forest Service owned land. The proposed exchange parcel located at 1374 Boca Raton Drive (El Dorado County APN 033-191-006) contains 1.16 acres and is currently owned by the County. It is located adjacent to Conservancy-owned land containing a trailhead for the Upper Truckee River Trail.

Exchange Parcels Going to County

The Meyers Town Center Asset Land parcels (El Dorado County APNs 034-331-015 and -023, no address) are currently owned by the Conservancy and include 2.08 acres of vacant, developable land adjacent to US 50.

Changing the pattern of ownership of parcels as part of the larger land exchange being considered by the County and Conservancy would itself have no physical impact on the environment. When other projects are proposed/contemplated by either the Conservancy or the County on the exchange lands, an evaluation of the potential environmental impacts of that future project would be conducted.

3.7 Construction

Construction is scheduled to take 6 months beginning in 2027 and would involve 4 primary phases (grubbing/rough grading, excavation and site work, building erection, and painting/paving/striping and landscaping). Vegetation removal could occur in the winter if conditions are conducive to it. Construction activities would include installation of all required best management practices (BMPs) to offset the potential for soil erosion during construction and operations in accordance with applicable TRPA and Lahontan RWQCB requirements construction activities are anticipated to be continuous, and grading would not occur during winter months when ground disturbing activities cease in accordance with TRPA and Lahontan RWQCB regulations. Construction staging would be located within the Project area. Staging would occur on previously disturbed areas and would be secured to prevent unauthorized access.

Various types of equipment would be needed for the construction of the Project elements. Construction equipment could include, but is not limited to backhoes, cement trucks, cranes, graders, compactors, air compressors, concrete saws, dump trucks, excavators, generators, jackhammers, and rollers/compactors.

The categories of workers required to complete this Project include, but are not limited to civil/earthwork personnel, excavators, masons, painters, plumbers, landscapers, carpenters, cement finishers, operating engineers, electricians, and craftsmen. The number of workers at the construction site would vary based on the phase and complexity of construction but, for the purposes of this analysis, it is generally assumed that up to 30 workers would be present on-site each day.

Work would be completed between 8:00 a.m. and 6:30 p.m., in daylight hours, as specified in the TRPA Code and the County's General Plan. During the construction period, construction would generally be performed 5 days per week (weekend work may occur occasionally depending on schedule, excluding ground disturbance), except for on standard U.S. holidays. There would be no on-site temporary workforce housing, and parking of employee recreational vehicles or trailers would be prohibited.

The following describes the general phasing of construction.

3.7.1 Site Preparation/Rough Grading

Within the limits of the Project area, disturbed ground surfaces, informal user-created trails, compacted areas from informal parking, and any vegetation that would interfere with construction or the final site design would be removed as part of this phase. Vegetation removal, including trees and shrubs, would be required across portions of the parcels to accommodate site grading and Project components. Rough grading would be conducted to shape the construction area, establish building pads where needed, and create appropriate site drainage and slopes.

3.7.2 Excavation and Site Work

Following rough grading, additional excavation would bring the Project area to final grade and prepare the soil for underground piping and structural supports. Site work would involve installing underground utility pipes (some pipes may be 6-inch-diameter or larger), manholes, structural foundations, curbs, gutters, pathways, and sidewalks. Excavation for concrete foundations and underground drainage pipes would be performed with excavators and/or backhoes.

3.7.3 Building Construction

During this phase, the proposed on-site buildings would be constructed. Site work would include establishing foundations, framing, exterior construction, mechanical/electrical/plumbing, and finishing. In addition, and as part of this phase, the AIS trailers and facilities at the existing Meyers station would be removed.

3.7.4 Paving/Striping/Landscaping

All parking areas, roads, and designated locations would be paved and striped. Paving would be performed incrementally throughout the Project area as large construction and non-rubber tread equipment is removed. Landscaping includes the installation and/or construction of plantings and hardscapes, outdoor lighting, and drainage.

3.8 Construction Controls

The Project would be required to comply with local, state, and federal regulations pertaining to protection of human health, safety, and environment. Specifically, the Project would be required to comply with the TRPA Code, El Dorado County Code, Lahontan RWQCB requirements, the Meyers Area Plan, and the Lake Tahoe Regional Plan (Regional Plan).

The following required construction controls from local and state agencies are incorporated into the Project design and are considered a part of the Project.

3.8.1 Air Quality

The El Dorado County Air Quality Management District (AQMD) Rule 223 establishes requirements for construction projects. Control measures for construction and other earth moving activities must follow the guidelines presented in Table 1 of Rule 223-1 "Best Management Practice." These requirements include, but are not limited to, creation and implementation of a Fugitive Dust Control Plan, trackout management practices at the construction site, visible emissions limitation, vehicle speed limitations, material handling, and control for stockpiles and disturbed areas. Most of these requirements are also part of TRPA protocol to protect water quality. Construction would implement the following El Dorado County AQMD air quality control measures:

- Vehicle idle time shall be limited to 5 minutes or less. CCR Title 13, sections 2449(d)(3) and 2485 requires trucks to minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Environmental Protection Agency (EPA) Tier 4F engines shall be used in all diesel equipment.
- Renewable diesel fuel shall be used in all diesel equipment.
- Dirt areas shall be exposed to water twice per day to prevent blowing dust.
- Vehicle speed on unpaved areas shall not exceed 10 mph.
- Tracked-out areas shall be swept once per week to reduce entrained road dust.

3.8.2 Biological Resources

Vegetation shall not be disturbed, injured, or removed except in accordance with the TRPA Code or conditions of Project approval. All trees, major roots, and other vegetation not specifically designated and approved for removal in connection with a Project would be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, would be protected by installing temporary fencing pursuant to TRPA Code Sections 33.6.9 and 33.6.10. Disturbed areas would be revegetated pursuant to TRPA Code Section 33.6.8. Additionally, construction would implement the following noxious weed control and prevention measures:

- Hay, straw, hay bales, and/or straw bales should not be used for erosion controls.
- Any materials (e.g., seed, mulch, or other similar material) used for erosion control or landscaping shall be free of noxious weed seeds and propagules.
- All equipment brought to a project site for construction shall be thoroughly cleaned of all dirt and vegetation prior to entering the site in order to prevent importing noxious weeds.
- All materials brought to a project site, including rock, gravel, road base, sand, and topsoil, shall be free of noxious weed seeds and propagules.
- The property owner shall maintain and implement an effective program for the monitoring and control of noxious weeds.

Native nesting birds are protected under California Fish and Game Code (FGC) Sections 3503 and 3503.5 and the federal Migratory Bird Treaty Act (MBTA). To minimize and avoid potential construction-related loss of active bird nests and comply with these regulations, the County and/or its construction contractor would implement the following measures related to compliance with FGC and MBTA:

- A qualified biologist will conduct pre-construction surveys for nesting birds during the nesting season and implement protection measures, if needed. For Project-related removal of trees and other vegetation suitable for nesting during the bird nesting season (generally March 1 through August 31, depending on species, weather, and snowpack), and for other substantial ground disturbance that may disturb or cause failure of nests in adjacent areas, a qualified biologist will conduct focused surveys for active nests of native bird species before and within 14 days of initiating the disturbance activity. Additionally, if Project activities are suspended for more than 2 weeks, subsequent (i.e., repeat) surveys for nesting birds will be conducted. Generally, the survey area will include potential nesting habitat within 500 feet of the proposed disturbance areas.
    - If no active nests are found, no further action will be required.
    - If an active bird nest is found, the biologist will document the nest location and notify the County of the finding. Modifications to the Project design to avoid removal of occupied habitat while still achieving Project objectives will be evaluated, and implemented to the extent feasible.
        - If avoidance is not feasible or conflicts with Project objectives, construction or other disturbance activity will initially be prohibited within a minimum of 500 feet of a raptor nest and 250 feet of a non-raptor nest to minimize disturbance until the nest is no longer active. A qualified biologist will monitor the nest during Project activities, to determine whether the exclusionary buffer is appropriately sized to minimize impacts to the nest during the start of disturbance activities. The qualified biologist will have the authority to stop work if Project activities cause the nesting birds to vocalize, make defensive flights, displace from a brooding position, or fly off the nest. The buffer may be increased or decreased depending on the birds' level of tolerance to the disturbance. The results of the monitoring efforts and the professional judgment of the qualified biologist will be used to determine whether the exclusionary buffer can be modified or if other performance-based modifications are necessary. Other protective actions may include visible screens between the nest and Project activities. The exclusionary buffer and/or other performance-based modifications will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.

3.8.3 Cultural and Tribal Cultural Resources

The Project would be subject to the regulations and standards established in the National Historic Preservation Act, the California Register of Historical Resources (CRHR) (PRC § 5024.1(a)), PRC § 5097.5, and the TRPA Code. It would be required to implement the following applicable regulations and standards which protect cultural resources:

- TRPA Code (Historic Resource Protection) Section 67.3 – Resource Protection outlines requirements for the accidental discovery of resources during construction (subsection 67.3.1), requirements for site survey and consultation with the Washoe Tribe (subsection 67.3.2), and requirements for protection of known resources. Consultation with area tribes occurred, as did intensive pedestrian surveys of the area, and no resources were identified within the Project area. Per TRPA Code Section 67.3, the following measures are integrated into the Project implementation plan as regulatory compliance measures:
    - If, during the course of a project or activity, a potential archaeological, cultural, or historical resource is discovered, all operations shall stop until a qualified archaeologist has evaluated the potential significance of the resource. In the event inadvertent cultural resources are discovered as a result of Project activities, the Washoe Tribe will be notified.
    - Major excavation will involve on-site archaeological and tribal monitoring. The Washoe Tribe will be involved in the development of the monitoring plan.
- Should human remains be uncovered, the statutes of State of California Health and Safety Code Section 7050.5 must be followed. The County Coroner must be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the human remains are determined to be prehistoric, the coroner will notify the California Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent. The Most Likely Descendent shall complete the inspection of the site within 24 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

3.8.4 Hydrology and Water Quality

The Project is required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that is consistent with current Lahontan RWQCB requirements (Tahoe Construction General Permit R6T-2016-0010). The purpose of the SWPPP is to protect soil and water resources from impacts during construction, including groundwater. As part of the SWPPP, the contractor is required to prepare and adhere to a Temporary BMP Plan that would be approved by El Dorado County. The plan would identify BMPs to minimize impact from erosion and sedimentation. BMPs would follow the TRPA BMP Handbook (TRPA 2014) to control and minimize the impacts of construction-related activities and further protect soil and water resources. At a minimum, the following geology and soils controls must be implemented:

- Install temporary erosion and sediment control BMPs to prevent the transport of earthen materials and other construction waste materials from disturbed land areas, stockpiles, and staging areas during periods of precipitation or runoff (such as silt fence, erosion control fabric, fiber rolls). Hay, straw, hay bales, and/or straw bales should not be used for erosion control. Implement temporary BMPs to prevent wind erosion and sediment transport of disturbed areas, such as use of water for dust control and covering of stockpiles during windy conditions or during non-working hours.

- Use high visibility vegetation protection fencing to prevent damage to trees or other vegetation where possible.
- Use construction boundary fencing to limit land disturbance in areas not planned for construction.
- Disturbed areas shall be revegetated to stabilize soils and shall be stabilized with mulch until vegetation is reestablished.
- Parking shall be on paved and existing disturbed areas only.
- Limit grading to May 1 through October 15, unless an exemption is granted by TRPA. At the end of the grading season or before completion of the Project, all surplus or waste earthen materials from the Project site would be removed and disposed of at a TRPA-approved disposal site or stabilized on-site in accordance with TRPA regulations.

3.8.5 Transportation

The contractor shall prepare and implement a Traffic Control Plan as required by TRPA Code 22.7.7 and consistent with El Dorado County Department of Transportation ROW encroachment permit standards. Prior to implementation, the plan shall be reviewed and approved by TRPA and the County. Elements of the plan include appropriate use of signage, flaggers, traffic calming, and alternative routes to accommodate local and through traffic. In addition, the contractor shall advise local residents regarding schedules for construction traffic detours or roadway closure through signage, press releases, and distribution of flyers in area neighborhoods well in advance of construction initiation. Access would not be prohibited, at any time, for local residents, school buses, or emergency vehicles.

4 Summary of Impacts and Proposed Mitigation Measures

4.1 Environmental Factors Potentially Affected

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

☐ 1. Aesthetics

☐ 2. Agriculture and Forestry Resources

☐ 3. Air Quality

☐ 4. Biological Resources

☐ 5. Cultural Resources

☐ 6. Energy

☐ 7. Geology/Soils

☐ 8. Greenhouse Gas Emissions

☐ 9. Hazards and Hazardous Materials

☐ 10. Hydrology and Water Quality

☐ 11. Land Use and Planning

☐ 12. Mineral Resources

☐ 13. Noise

☐ 14. Population and Housing

☐ 15. Public Services

☐ 16. Recreation

☐ 17. Transportation

☐ 18. Tribal Cultural Resources

☐ 19. Utilities and Service Systems

☐ 20. Wildfire

☐ 21. Mandatory Findings of Significance

None of the above environmental factors are checked, indicating that no "Potentially Significant Impacts" are anticipated as the mitigation measures identified in the following sections reduce impacts to less than significant.

4.2 CEQA Lead Agency Determination

On the basis of this initial evaluation:

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

☒ I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

☐ I find that the 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 EIR is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the 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 Project, nothing further is required.

Thea A Graybill

Signature

4/14/2026

Date

Thea Graybill

Name

For

5 Environmental Analysis

The following sections evaluate the potential adverse impacts of the Project in compliance with CEQA, TRPA, and NEPA. Appendix G of the CEQA Guidelines provides a sample checklist with a series of questions designed to enable the lead agency, the County, to identify Project impacts with respect to 20 environmental topics; this IS generally follows this checklist. Topics from the TRPA IEC are included in the corresponding section within the CEQA checklist. Consistent with USFWS NEPA Guidance, this document also provides an evaluation of potential impacts with respect to natural resources (Habitat and Vegetation; Floodplains; Wetlands; Special Status Plant and Wildlife Species; Geology and Soils; Air Quality; Water Resources; and Soundscape [i.e., Noise]), Cultural and Historic Resources, Socioeconomics, and Refuge Resources (Aesthetics and Land Use and Planning). Specific references to resource areas pertinent to TRPA and NEPA are provided within the respective subsections.

Except where a specific threshold has been adopted by a public agency and is specified in the sections below, such as an air quality threshold, thresholds within Appendix G of the CEQA Guidelines are used as thresholds of significance for the CEQA Checklist Questions. Within the Issue Area sections provided below, TRPA and NEPA evaluations are provided where current guidance (from TRPA and/or USFWS) requires a similar evaluation as part of an IEC or EA, respectively.

Potential environmental impacts are described as follows:

- **Potentially Significant Impact**: An environmental impact that could be significant and for which no feasible mitigation is known. If any potentially significant impacts are identified in this Checklist, an EIR must be prepared.
- **Less Than Significant Impact with Mitigation Incorporated**: An environmental impact that requires the implementation of mitigation measures to reduce that impact to a less than significant level.
- **Less Than Significant Impact**: An environmental impact may occur; however, the impact would not exceed significance thresholds.
- **No Impact**: No environmental impacts would result from implementation of the Project.

The TRPA IEC similarly groups answers into one of the following categories:

- **Yes**
- **No**
- **No with Mitigation**
- **Data Insufficient**

Pursuant to NEPA, the impact analysis will evaluate potential impacts (including the context and intensity of impacts) on potentially affected resources. The use of the following terms is not required; however, they are commonly used in NEPA documents and will be referenced in the subsequent sections.

- Adverse effects: negative or detrimental effects to the resource
- Beneficial effects: positive effects on the resource
- Cumulative effects: effects on the environment resulting from the incremental effects of the action when added to other past, present, and reasonably foreseeable actions regardless of what agency (e.g., federal or non-federal) or person undertakes the action
- Direct effects: caused by the action and occur at the same time and place
- Indirect effects: caused by the action and are often later in time or farther in distance but are still reasonably foreseeable
- Irreversible: unable to be undone or altered
- Irretrievable: unable to regain, recover, or repair
- Short-term effects: occurring in or relating to a relatively short period of time
- Significant effects: substantial adverse effects with respect to the context and intensity of a Proposed Action's impacts on resources
- Long-term effects: occurring in or relating to a relatively long period of time

If a resource is not expected to be affected, a brief justification will be provided for why it was dismissed.

5.1 Aesthetics

Aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Aesthetic impacts may occur depending on the extent to which a Project's presence would negatively alter the perceived visual character and quality of the environment.

5.1.1 Environmental Setting

The Tahoe region lies within the Sierra Nevada mountain range, part of the Western Cordillera Ecoregion, which is a region of high, rugged, mostly forested mountains with some wide, open valleys or meadows. Plants, animals, and water conditions vary greatly with elevation in the region. Lower elevations are commonly a mix of grass, shrub, or tree communities, mid-elevations are mostly forest covered, and many alpine areas above timberline are covered with snow and ice for much of the year.

Meyers is a small, unincorporated community located approximately 6 miles away from City of South Lake Tahoe, consisting of low-density and rural-transition development. The community is characterized by generally flat and gently rolling terrain surrounded by a coniferous forest with sagebrush understory and single-family residential development. The dominant vegetation type is mixed conifer forest complemented by the riparian corridor surrounding the Upper Truckee River, Lake Tahoe's largest tributary.

The Project area is located at the center of Meyers, adjacent to US 50 and SR 89. US 50 is listed as an eligible scenic highway, and SR 89 is a designated scenic highway (Caltrans 2025). Both roadways are designated as visual resources according to TRPA (refer to 66.2.4 Scenic Highway Corridor Design Standards). TRPA Scenic Unit 38 (Upper Truckee River), which encompasses the Project area and sections of US 50 and SR 89, is currently considered to be in attainment for scenic quality (i.e., achieves the design standards established in Chapter 66 of TRPA Code) (TRPA n.d.a).

The Project area is largely undeveloped with no on-site lighting. Light standards are provided along both SR 89 and US 50 in the vicinity of the Project area. Limited additional lighting is provided by nearby development (primarily residential uses across Pomo Street). The Project area does not contain any features that create substantial glare (i.e., reflective surfaces, metal fixtures).

5.1.2 Regulatory Setting

State

California Scenic Highway Program

The California Legislature initiated the California Scenic Highway Program in 1963, with the goal of preserving and protecting the state's scenic highway corridors from changes that would reduce their aesthetic value. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The State Scenic Highway System consists of eligible and officially designated routes. A highway may be identified as eligible for listing as a state scenic highway if it offers travelers scenic views of the natural landscape, largely undisrupted by development. Eligible routes advance to officially designated status when the local jurisdiction adopts ordinances to establish a scenic corridor protection program and receives approval from Caltrans.

Regional

Tahoe Regional Planning Agency Regional Plan and Scenic Quality Improvement Plan

TRPA standards require maintenance of threshold scenic quality rating values for roadway and shoreline travel routes, individually mapped scenic resources, recreation area scenic resources, and compatibility with the natural environment. For travel routes or views from inventoried scenic resources that are not in attainment, TRPA standards require mitigation actions to contribute to reaching attainment. The TRPA travel route ratings track long-term, cumulative changes to views from state and federal highways in urban, transition, and natural visual environments in the region. Roadways are divided into 53 travel segments (called "travel units"), each representing a continuous, two-directional viewshed of similar visual character. The scenic quality of these units was rated in 1982 and then again at 5-year intervals for the TRPA threshold evaluation process. The ratings received by these units indicate if the area is in "attainment" (meeting the scenic threshold standards) or "non-attainment" (not meeting the scenic threshold standards). According to the Regional Plan, scenic quality ratings should be maintained or improved (TRPA 2025a).

TRPA adopted the Scenic Quality Improvement Plan (SQIP) in 1989 (TRPA 1989). The SQIP sets target areas along the Basin's major highways where improvements to scenic quality are needed and identifies specific measures that can be taken to increase the overall scenic quality. Along the many main highway corridors surrounding Lake Tahoe, scenic quality has declined because of urbanization and the dominance of buildings and structures. One of the primary elements of the SQIP is to apply design standards for highway structures such as improved lighting, guard rails, median treatments, revegetation of disturbed areas, and treatment of cut-and-fill slopes.

The Regional Plan requires that the qualities, including lighting and signage of new, remodeled or redeveloped buildings be compatible with the natural, scenic, and recreational features established within the Tahoe Basin (TRPA 2025a).

Local

Meyers Area Plan

The Meyers Area Plan includes specific considerations related to scenic quality and visual resources. These include a goal of maintaining and improving the scenic quality of the US 50 and SR 89 corridors and their respective viewsheds through site planning considerations like locating on-site parking out of sight of US 50 and SR 89, the provision of landscape screening and minor landforms (no more than 3 to 4 feet in height), and recreational trail improvements.

5.1.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?	Less Than Significant Impact
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?	Less Than Significant Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Less Than Significant Impact

5.1.4 Answers to CEQA Checklist Questions

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact

As noted above, there are a number of scenic resources in the vicinity of the Project area, including US 50 and SR 89. However, the presence of existing, mature, mixed coniferous forest precludes direct views of the Project area from either roadway. Further, existing vegetation largely screen out long-distance views of and through the Project area from the surrounding neighborhood. While glimpses of the Project may be visible from US 50 and SR 89, the primary area from which the Project could be viewed is along Pomo Street and the Project area's southern boundary. However, homeowners in the area would experience relatively little viewshed alteration, as the Project is screened from existing homes by existing vegetation within the surrounding properties. The Project would be viewable from the primary ingress and egress points to the watercraft inspection station and from the existing 20-foot-wide utility easement that would be maintained as part of the Project. From these points, the proposed queuing area, parking for off-site employees, and the inspection area would be visible. However, additional landscaping would be provided along the Project area's perimeter, minimizing visual impacts of the Project. In addition, the Project would not exceed the height of trees located along the perimeter of the Project area and within the adjacent Caltrans ROW and therefore would not substantially alter or block long-distance views. Although a change would occur, it would not be inconsistent with existing development in the area. Further, based on limited long-distance views in the vicinity of the Project area due to the relatively flat topography and existing vegetation, the Project would not result in a substantial modification of existing long-distance views in the area. There would be no substantial adverse change to views from US 50 and SR 89, which are currently oriented toward development of similar scale and at similar distances from each roadway. As a result, implementation of the Project would not detract from existing views from the highways, and the Project would have a less than significant impact on a scenic vista. No mitigation is required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact

The Project area is located adjacent to 2 scenic resources, US 50 and SR 89. The area is also designated TRPA Scenic Unit 38 and is considered to be in attainment of TRPA's scenic quality standards. While

Caltrans ROW for these highways border the parcels on which the Project will be constructed, the existing parcels and ROW are forested up to the highway pavement and bike path. The forested area between the Project area and Caltrans infrastructure would obscure views of the Project from both scenic highways, consistent with existing development in the area. Furthermore, as discussed in Section 5.5 (Cultural Resources), no historic buildings are located within the Project area. Although some trees would be removed from the central portion of the Project area, existing trees along the periphery of the site would be maintained to the extent feasible (except at the 2 proposed access points along Pomo Drive). Further, additional landscaping would be provided throughout the Project area with vegetation similar to what is currently on-site, and views of the Project area would continue to be largely screened from view by travelers along US 50 and SR 89. As a result, the Project would not significantly alter views along scenic roadway corridors, and no substantial adverse changes to existing scenic resources would occur. Impacts would be less than significant, and no mitigation is required.

c) In non-urbanized areas, would the project 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?

Less Than Significant Impact

The Project area is zoned as recreational and is located at the center of the Meyers community and within the Meyers Town Center, as mapped in the Meyers Area Plan. The Project is not considered to be located within an urbanized area as it is surrounded on all sides by open space and sporadic development. The Project would not locate surface parking in view of either scenic roadway corridor (US 50 or SR 89), would be setback from either roadway, such that views of the Project area would not be substantially degraded. Further, the Project would provide additional landscaping to screen on-site uses from view, and would provide an additional trail connection, all of which would be consistent with the Meyers Area Plan. The Project would also be designed to meet all TRPA Code of Ordinances visual requirements, including “Mountain Contemporary” aesthetic for buildings, and appropriate positioning of outdoor lighting. While the Project would minorly alter views from Pomo Street, the design will conform with local and regional visual standards, and include preservation of mature trees which would partially screen the Project from homes along Pomo Street. Therefore, the Project would have a less than significant impact on visual character or public views. No mitigation is required.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact

The Project would construct employee housing which would require indoor and outdoor lighting. Parking areas located underneath residential units would require external lighting but would be located away from the perimeter of the Project area. All lighting would be designed to eliminate excess light pollution (i.e., angled down and toward on-site development) and be installed in accordance with TRPA guidelines, including appropriate directional placement. With respect to the proposed inspection station, operation of the inspection station would occur during daylight hours, and as a result, high-

intensity lighting would not be required. On-site lighting beyond the residential uses would be associated with safety and security of the Project area and would be located within the interior of the Project area, largely screened from view. By including resident parking under the employee housing building and locating AIS inspection facilities interior to the Project area, lighting impacts would be further reduced as structural and landscaping components of the Project would screen light from the surrounding area. Buildings constructed as part of the Project would use materials that do not produce significant glare, such as wood, stone, and other materials approved by TRPA and the County. Because the Project would comply with all local and regional design standards, and because the Project has been intentionally designed to reduce glare and light pollution, the Project would have a less than significant impact on day and nighttime views.

5.1.5 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
18a) Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	Yes	The Project would not be visible from Lake Tahoe, due to its distance from the lake. While glimpses of the Project may be possible from US 50 and SR 89, the Project is largely screened from view by the presence of mature and immature trees along Caltrans ROW. Because of compliance with local and regional visual design standards, and low visibility from established scenic highways, the Project would not significantly affect any visual resources.
18b) Be visible from any public recreation area or TRPA designated bicycle trail?	Yes	Limited views of the Project may occur from the bike trail located along US 50. However, the Project would be constructed within the Town Center of Meyers, an area permitting increased development compared to the surrounding area. In addition, the Project would be consistent with zoning and visual design standards for the area and region.

18c) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	No	Lake Tahoe is not visible from the Project area. US 50 and SR 89 are adjacent to the Project area, however the Project would be largely screened from view by mature and immature trees. Glimpses of the Project from SR 50 and SR 89 would include structures in "Mountain Contemporary" style, consistent with existing development in the area, and recreationists queuing for watercraft inspection.
18d) Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?	No	The Project would comply with TRPA and County design standards.
18e) Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	No	The Project would comply with TRPA SQIP and Design Review Guidelines.
7a) Include new or modified sources of exterior lighting?	Yes	The Project would include new sources of interior and exterior lighting for the proposed on-site uses. Lighting would largely be restricted to the residential uses along the southern end of the Project area. As the inspection station would not operate at night, any lighting associated with it would be limited to security lighting, and would be angled downward and away from adjacent land uses. All lighting would comply with TRPA and County visual design standards.
7b) Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	No	As discussed in Section 5.1.4(c) above, the Project is located within the Town Center of Meyers, adjacent to residential homes and US 50 which passes through the urbanized center of Meyers. Exterior sources of illumination proposed as part of the Project would be limited to those necessary for resident safety. All lighting would comply with TRPA and County visual design standards.
7c) Cause light from exterior sources to be cast off-site or onto public lands?	No	As discussed in Section 5.1.5(7b) above, the Project would include minimal sources of lighting. Lighting would be designed to minimize exposure of adjacent areas to additional nighttime light.

7d) Create new sources of glare through the siting of the improvements or through the use of reflective materials?	No	As discussed in Section 5.1.4(d) above, buildings would be constructed using materials that do not produce significant glare, such as wood, stone, and other materials approved by TRPA and the County.

5.1.6 NEPA Analysis of Effects

This NEPA analysis evaluates the effects of the Proposed Action on aesthetics, viewsheds, and visual resources within the Project area. Per USFWS guidance, this analysis would normally be categorized as a "Refuge Resource" and evaluated as "Aesthetics, Viewsheds, and Visual Resources." The analysis incorporates by reference Section 5.1.1 Environmental Setting and Section 5.1.4 CEQA analysis. Avoidance and design features identified through the CEQA analysis are relied upon to inform NEPA effect conclusions.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and no new structures, lighting, or site modifications would occur within the Project area. Visual conditions would remain consistent with the existing setting described in CEQA Section 5.1.1, including disturbed parcels with forest cover adjacent to US 50 and SR 89. The No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects to aesthetics or visual resources.

Environmental Effects of the Proposed Action Alternative

Visual Character and Scenic Quality

As described in the Environmental Setting, the Project area is located within the Meyers Town Center, adjacent to US 50 and SR 89, both of which are scenic highway corridors, and within TRPA Scenic Unit 38, which is currently in attainment of scenic quality standards. Existing mixed conifer forest and roadside vegetation substantially screen the Project area from long-distance views.

Implementation of the Proposed Action would introduce new built features within a setting already characterized by transportation infrastructure and urbanized land uses. As evaluated under CEQA Checklist Questions 5.1.4(a) through (c), the Proposed Action would not substantially alter scenic vistas or degrade the overall visual character of public views. Structures would be designed in conformance with TRPA "Mountain Contemporary" design standards and would remain below the height of surrounding vegetation, preserving the existing visual framework. Visual changes would be minor, localized, and consistent with surrounding development. No substantial adverse effects would occur as a result of the Proposed Action.

Scenic Highways and Viewsheds

The CEQA analysis concludes that views of the Proposed Action from US 50 and SR 89 would be limited to brief, intermittent glimpses due to existing vegetation and setbacks (Sections 5.1.4(a) and (b)). The Proposed Action would not block or modify views of Lake Tahoe or other regionally significant scenic vistas, nor would it result in damage to scenic resources along designated scenic highways. Accordingly,

no substantial adverse effects on scenic highways and associated viewsheds would occur as a result of the Proposed Action.

Lighting and Glare

The Proposed Action would introduce new lighting associated primarily with on-site housing and safety features. As documented in CEQA Section 5.1.4(d), lighting would be designed and installed in accordance with TRPA standards, including downward shielding and interior site placement, to minimize light spill and glare. AIS inspection operations would occur during daylight hours, further limiting nighttime lighting needs. Incorporation of such design features would limit effects related to light and glare. The Proposed Action would not substantially affect nighttime views or visual character beyond the Project area. No substantial adverse effects would occur with respect to light and glare.

Determination

The Proposed Action would result in minor and localized changes to visual conditions within an already developed setting. Scenic highways, scenic units, and valued views would be preserved through design and lighting controls identified in the CEQA analysis. The Proposed Action would not contribute to reasonably foreseeable visual effects, due to the lack of other projects within the Project area and vicinity of the Project area. The Project area is located within an urbanized corridor where visual conditions are already influenced by roadway infrastructure and development. The limited scale of visual change and compliance with TRPA scenic standards ensure that the Proposed Action would not measurably degrade regional scenic quality or viewsheds.

Based on the disturbed and urbanized context of the Project area, the limited visibility of new features, and consistency with TRPA scenic quality standards, the Proposed Action would not result in significant effects to aesthetics, viewsheds, or visual resources. No mitigation is required.

5.2 Agriculture and Forest Resources

5.2.1 Setting

The Williamson Act of 1965 is the state's principal policy for the preservation of agricultural land. The program encourages landowners to work with local governments to protect important farmland. The Project area contains no lands identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the California Important Farmland Finder (California Department of Conservation [DOC] 2022). The Project area contains no land zoned for agricultural use (TRPA 2002) or under a Williamson Act contract (DOC 2025).

The Project area consists of mixed conifer forest and includes species typical of the Lake Tahoe Basin (refer to Section 5.4 [Biological Resources] for further information.) However, the Project area would not be considered timberland (as defined by PRC Section 4526) or timberland zoned as Timberland Production (as defined by Government Code Section 51104[g]).

PRC Section 12220(g) defines "forest land" as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on existing tree cover, the Project area would meet the definition of forest land as provided in PRC Section 12220(g).

5.2.2 Regulatory Setting

State

California Department of Conservation Farmland Mapping and Monitoring Program

Important Farmland in California is classified and mapped according to the DOC's Farmland Mapping and Monitoring Program (FMMP). Authority for the FMMP comes from Government Code Section 65570(b) and PRC Section 612. Government Code Section 65570(b) requires the DOC to collect or acquire information on the amount of land converted to or from agricultural use for every mapped county and to report this information to the Legislature. PRC Section 612 requires DOC to prepare, update, and maintain Important Farmland Series Maps and other soils and land capability information.

The California Land Conservation Act of 1965

The California Land Conservation Act of 1965, or Williamson Act, preserves agricultural and open space lands through property tax incentives and voluntary restrictive use contracts. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

California Public Resources Code

Agricultural and forestry land within California are defined by the PRC as follows:

- Section 21060.1(a) defines "agricultural land" as Prime Farmland, Farmland of Statewide Importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.

- Section 21060.1(b) states the following: In those areas of the state where lands have not been surveyed for the classifications specified in subdivision (a), "agricultural land" means land that meets the requirements of "prime agricultural land" as defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code.
- Section 21095 amended CEQA to provide lead agencies with an optional methodology, the Land Evaluation and Site Assessment model, to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process. The Land Evaluation and Site Assessment Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, the factors are rated, weighted, and combined, resulting in a single numeric score. The project score becomes the basis for making a determination of a project's potential significance.
- Section 12220(g) defines "forest land" as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.
- Section 4526 defines "timberland" as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

5.2.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?	Less Than Significant Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Less Than Significant Impact
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?	Less Than Significant Impact

5.2.4 Answers to CEQA Checklist Questions

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

No Impact

The Project area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the California Important Farmland Finder (DOC 2022). Implementation of the Project does not require conversion of land from the existing land use. Because the Project does not propose converting agricultural land or otherwise contain farmland, no impact would occur because of Project implementation, and no mitigation is necessary.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The Project area is zoned for recreational use. There are no Williamson Act contracts within the Project area. Therefore, the Project would not conflict with existing zoning or Williamson Act contracts. No impact would occur, and no mitigation is necessary.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

Less Than Significant Impact

As noted above, the Project area meets the criteria of "forest land" as defined in PRC Section 12220(g), however, the Project area does not meet the definition of timberland or timberland zoned land as defined in California Government Code Section 51104(g). The Project area is forested habitat with over 10% canopy cover. The Project would not result in rezoning, and the proposed facility is an allowed use based on the zoning designation of recreation. As part of the Project, some trees would be removed primarily along the southern boundary of the Project area and within its center. Trees will be conserved where possible, and Sierra juniper (*Juniperus grandis*) will be protected in place to the extent feasible per **Mitigation Measure BIO-1** (below). In addition, the Project includes revegetation of the central portion of the Project area and additional landscaping along the Project area boundary. As such, the Project area is anticipated to retain a minimum 10% canopy cover upon completion of the Project and would not result in a loss of forest land. As a result, no net loss of acreage of lands that meet the definition of forest land would occur, and impacts would be less than significant. No mitigation is required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Less Than Significant Impact

As noted above under 5.2.3(c), the Project would require removal of some trees but would also include additional landscaping and tree planting to maintain visual conditions in the vicinity of the Project. Thus, no net loss of forest land is anticipated because of Project implementation. Impacts would be less than significant, and no mitigation is required.

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

No Impact

As discussed in items a-d above, the Project does not involve the conversion of Farmland to non-agricultural use. Further, the Project area does qualify as forest land, but no net loss of land area that meets the definition of forest land (per PRC Section 12220(g)) would occur because of Project implementation. Impacts would be less than significant, and no mitigation is required.

5.2.5 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on farming and subsistence uses. Per USFWS guidance, this analysis would normally be categorized as a "Refuge Resource" and evaluated as "Land Use." The analysis relies on and incorporates Section 5.2 (Agriculture and Forestry Resources).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and no ground disturbance or construction would occur within the Project area. Existing conditions described in Section 5.2.1 would remain unchanged. The No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects on farming resources or subsistence uses.

Environmental Effects of the Proposed Action Alternative

Farming

As detailed in Section 5.2.1, the Project area contains no lands mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and no lands zoned for agricultural use or under a Williamson Act contract (Section 5.2.4(a)). The Proposed Action would not convert farmland to non-agricultural use and would not conflict with agricultural zoning or Williamson Act protections; Therefore, the Proposed Action would result in no direct, indirect, or reasonably foreseeable effects to farmland.

Subsistence

Subsistence uses typically involve customary harvest or use of natural resources (e.g., gathering, hunting, fishing) to support household needs. The Project area is located within a developed setting, and the Project area is zoned for recreational uses. The Project area is not used for subsistence uses. Additionally, due to the already disturbed nature of the area, the Project area is not suitable for subsistence practices. The Proposed Action would construct and operate a WIS and associated improvements within the Project area. Habitat within the Project area does not support any unique wildlife or plant species and is characterized by history of disturbance, as discussed in Section 5.4.1

(Biological Resources). The Proposed Action would not restrict access to land for subsistence uses, as the land does not currently support subsistence uses. No direct, indirect, or reasonably foreseeable effects on subsistence uses would occur.

Determination

The Proposed Action Alternative would have no effect on farming because no mapped farmland, agricultural zoning, or Williamson Act lands occur within the Project area. The Proposed Action would also result in no significant direct, indirect, or reasonably foreseeable effects on subsistence uses because effects would be localized within the Project area and would not alter access to or availability of resources that could support subsistence activities. No mitigation is required.

5.3 Air Quality

5.3.1 Environmental Setting

The Project area is located within the unincorporated community of Meyers within the Lake Tahoe Air Basin (LTAB). More broadly, the LTAB is comprised of the surface of Lake Tahoe and land up to the surrounding rim of mountain ridges and is located both within El Dorado and Placer Counties. The LTAB is over 6,000 feet in elevation, and its meteorology is typified by large amounts of precipitation from Pacific storms that fall mainly as snow. Winter days are typically sunny with mild to cold temperatures, with storms that bring wind, clouds, and snow. In the summer, the LTAB experiences sunny, mild days with an occasional thunderstorm from southern flows of moisture.

With respect to air quality, criteria air pollutants are those pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (particulate matter with an aerodynamic resistance diameter of 10 micrometers or less) (PM_{10}), fine particulate matter (particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less) ($PM_{2.5}$), and lead. As explained in further detail below within Section 5.3.2 (Regulatory Setting), the federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive people from illness or discomfort. A brief description of key criteria air pollutants in the LTAB and their health effects are provided below.

Ozone

Ground-level ozone is not emitted directly into the air but is created by chemical reactions between reactive organic gas (ROG) and oxides of nitrogen (NO_X). This happens when pollutants emitted by cars, power plants, industrial boilers, refineries, chemical plants, and other sources chemically react in the presence of sunlight. Ozone at ground level is a harmful air pollutant because of its effects on people and the environment, and it is the main ingredient in smog (EPA 2025).

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health effects include permeability of respiratory epithelia and possibility of permanent lung impairment (EPA 2025). Emissions of the ozone precursors ROG and NO_X have decreased because of more stringent motor vehicle standards and cleaner burning fuels (CARB 2013).

Particulate Matter

PM_{10} is emitted directly into the air, and can include fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013). $PM_{2.5}$ includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM_{10} emissions are generally dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM_{10} and $PM_{2.5}$ are projected to remain relatively constant through 2035. Emissions of $PM_{2.5}$ in the LTAB are dominated by the same sources as emissions of PM_{10} (CARB 2013).

Acute health effects of PM_{10} exposure include breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, and premature death. Chronic health effects include alterations to the immune system and carcinogenesis (EPA 2025).

Toxic Air Contaminants

According to the *California Almanac of Emissions and Air Quality,* the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel PM (CARB 2013). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data is available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM10 database, ambient PM10 monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Diesel PM poses the greatest health risk among these 10 TACs mentioned. Based on receptor modeling techniques, CARB estimated the average statewide cancer risk associated with diesel PM concentrations to be 360 excess cancer cases per million people in the year 2020 (CARB 2000:15). Overall, statewide emissions of diesel PM are forecasted to decline by 71 percent between 2000 and 2035 (CARB 2013:3-8).

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity. Typical odor sources of concern include wastewater treatment plants, sanitary landfills, composting facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting operations, rendering plants, and food packaging plants (SMAQMD 2016).

5.3.2 Regulatory Setting

Air quality within the LTAB is regulated by several agencies including TRPA, the EPA, the California Air Resources Board (CARB), and the El Dorado County AQMD. These agencies develop rules, regulations, policies, and/or plans to achieve the goals and directives imposed through legislation. Air quality in the LTAB is considered separate from the western part of the County by the El Dorado County AQMD because it is a distinct air basin with different emission sources and climate.

Federal

The EPA is responsible for implementing the federal Clean Air Act (1970), including establishing health-based National Ambient Air Quality Standards (NAAQS) for air pollutants. NAAQS established for criteria pollutants under the Clean Air Act are ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, PM_{10}, and $PM_{2.5}$, and lead. The standards set for criteria air pollutants are periodically reviewed and revised as applicable. Depending on measured air quality conditions, air basins (e.g., LTAB) are designated as being in attainment or in non-attainment for specific criteria air pollutants. An "attainment" designation for an area signifies that pollutant concentrations did not violate the NAAQS and/or California Ambient Air Quality Standards (CAAQS) for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event (e.g., wildfire). Currently, the LTAB is either considered to be in attainment or unclassified for all NAAQS.

State

In California, CARB is responsible for implementing the California Clean Air Act (1988) and has established CAAQS, which are to date more restrictive than the NAAQS. In general, the CARB works with local agencies to develop policies, guidance, and regulations related to state and federal ambient air quality standards; coordinates with local agencies on transportation plans and strategies; and assists local districts and transportation agencies in meeting air quality standards established under both the federal and California clean air acts. Currently, the LTAB is in attainment or unclassified for all criteria pollutants except for ozone and particulate matter.

Regional

Tahoe Regional Planning Agency

TRPA has adopted environmental threshold carrying capacities related to air quality for the Tahoe region. Every 4 years, TRPA evaluates the environmental thresholds to determine whether each threshold standard is being achieved and/or maintained. TRPA also makes specific recommendations to address problem areas and directs general planning efforts for the next 4-year period. TRPA threshold standards address CO, O_3, regional and subregional visibility, PM_{10}, $PM_{2.5}$ particulate matter, and nitrate deposition. Numerical standards have been established for each of these parameters, and management standards have been developed that are intended to assist in attaining the threshold standards. TRPA has classified the LTAB as being in attainment for $PM_{2.5}$ and CO standards, but as being in non-attainment for PM_{10} and O_3 standards (TRPA 2018).

TRPA considers impacts to air in its planning and permitting activities to ensure compliance with state and district air quality standards. Because TRPA's authority is granted directly from Congress, TRPA has

the authority to adopt air quality and other environmental quality thresholds, and to enforce ordinances designed to achieve those thresholds. The TRPA standards generally conform with the CARB and EPA.

El Dorado County Air Quality Management District

The El Dorado County AQMD is the primary agency responsible for air quality regulation in the Project area. As part of that role, the El Dorado County AQMD has prepared the 2002 CEQA Guide to Air Quality Assessment (El Dorado County AQMD 2002). The purpose of the guide is to facilitate the evaluation and review of air quality impacts for projects in El Dorado County that are subject to CEQA. The guide has established construction thresholds for air quality for the priority pollutants shown in Table 1.

Table 1. El Dorado County Air Quality Thresholds

Pollutant	Construction Threshold	Operational Threshold
ROG	82 lbs/day	82 lbs/day
NOx	82 lbs/day	82 lbs/day
PM_{10}	--	--

Table Notes:
lbs/day = pounds per day
ROG = reactive organic gases
NOx = nitrogen oxides
PM = particulate matter; number refers to size of PM in microns in diameter or smaller
Source: El Dorado County AQMD 2002; CARB 2016

Although El Dorado County AQMD does not have an adopted quantitative threshold for PM_{10}, Chapter 4 of the El Dorado County AQMD Guide to Air Quality Assessment (El Dorado County AQMD 2002) provides guidance on determining significance of PM_{10} from exhaust emissions. This guidance indicates that if ROG and NO_X emissions are not significant then it can be assumed that other components of exhaust emissions, in this case PM10, are also not significant. With respect to fugitive dust PM_{10} emissions, El Dorado County AQMD recommends determining significance based on the consistency of the Project with dust control measures in El Dorado County AQMD Rule 223.

5.3.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact
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?	Less Than Significant Impact

c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

5.3.4 Answers to CEQA Checklist Questions

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact

At the local level, air quality is managed through land use and development planning practices, which are implemented in the region through the general planning process. As noted above, El Dorado County AQMD is responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws. El Dorado County AQMD and TRPA are responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development. The El Dorado County AQMD's Guide to Air Quality Assessments, adopted in 2002, provides thresholds of significance for the Project area and guidance for mitigation measures required for each threshold (El Dorado County 2002). Given the modeled air quality emissions output from construction and operation of the Project (as summarized below under 5.3.3.b) and the amount of construction equipment and duration of the Project, the Project would not exceed applicable thresholds. As a result, it would not impede, conflict with, or obstruct implementation of regional air quality planning efforts or continued progress towards attainment for O_3 and PM_{10}. Therefore, impacts would be less than significant, and no mitigation is required.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact

As noted above, the LTAB is designated as non-attainment for O_3 and PM_{10} with respect to the CAAQS and unclassified for O_3 and PM_{10} with respect to NAAQS. As shown in Tables 2 and 3 (below), the Project would result in construction and operational emissions that would not exceed the thresholds of significance adopted by El Dorado County AQMD.

Construction

Construction emissions are described as "short-term" or temporary in duration. Construction-related activities would result in Project-generated emissions of ROG, NO_X, and PM_{10} from site preparation, grading, heavy off-road equipment, worker commute vehicle travel to and from the site, building construction, paving, painting (i.e., architectural coatings), and other related activities. Emissions of NO_X would be primarily associated with off-road construction equipment exhaust; secondary sources would include on-road trucks for the hauling of materials and equipment, as well as worker vehicles for commuting. Worker commute trips in gasoline-fueled vehicles and the application of architectural coatings would be the principal sources of ROG, with additional ROG coming from off- and on-road

construction equipment. Emissions of fugitive PM_{10} dust are associated primarily with ground disturbance activities during site preparation, excavation, and grading and may vary as a function of such soil parameters as silt content, soil moisture, wind speed, and the area of disturbance. Exhaust emissions from diesel equipment and worker commute trips also contribute to short-term increases in PM_{10}, but to a much lesser extent than fugitive dust emissions.

The emissions from construction activities were calculated by using California Emissions Estimator Model (CalEEMod) Version 2020.4.0 with design information provided by the applicant and CalEEMod defaults where the information was not available. CalEEMod default phasing and duration of construction activities were modified to account for the conceptual phasing of construction, as well as to conservatively assume that interior painting and paving activities may occur concurrently. In addition, the construction controls and associated emissions reductions were incorporated (to the extent feasible) into the air quality modeling for the Project.

The modeling evaluates air quality emissions from construction of new on-site buildings within the Project area. The construction worker trip numbers and lengths are assumed as CalEEMod defaults. Table 2 summarizes the estimated construction-related annual ozone precursor and PM_{10} emissions over the 6-month construction period. Refer to Appendix A of this document for detailed modeling assumptions and results. The maximum daily emissions would not exceed the El Dorado County AQMD adopted threshold of significance and hence the construction activities of the Project would not have a substantial impact on air quality for which the region is in non-attainment under an applicable federal or state ambient air quality standard. Also, the Project would not have substantial fugitive dust emissions as Project would be conducted in a manner consistent with Rule 223-1 as required by El Dorado County AQMD. Therefore, the impact would be less than significant. No mitigation is required.

Table 2. Projected Construction Emissions – Pounds Per Day Without Mitigation

	ROG	NO_X	PM_{10}
Maximum Daily Emissions	11	14	11
El Dorado County AQMD Thresholds	82	82	--
Exceed AQMD Thresholds?	No	No	No

Notes: See Appendix A for details on model inputs, assumptions, and Project-specific modeling parameters; AQMD = Air Quality Management District; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; -- = no adopted threshold.

Operation

Project operation would result in the generation of long-term operational emissions of ROG, NO_X, and PM_{10} because of area-wide and energy sources, primarily associated with the provision of on-site housing. Area-wide sources would include the periodic application of architectural coatings, the generation of ROG from the use of consumer products, and landscaping. As noted in Section 5.17, Transportation below, the Project would not result in an increase in VMT compared to existing conditions. The proposed on-site housing would reduce employee commutes to and from the existing

Meyers station, which would reduce overall VMT associated with AIS inspections compared to existing conditions. Table 3 summarizes the operational emissions of criteria air pollutants and precursors due to implementation of the Project. Refer to Appendix A for the formal detailed report/output from CalEEMod (Appendix A). As shown in Table 3, Project's operational emissions would not exceed El Dorado County AQMD's thresholds of significance. Hence the impact would be less than significant. No mitigation is required.

Table 3. Projected Operational Emissions – Pounds Per Day Without Mitigation

	ROG	NO_X	PM_{10}
Area	9.4	0.2	1.6
Energy	<0.1	<0.1	<0.1
Mobile	0	0	0
Total Daily Emissions	9.4	0.2	1.6
El Dorado County AQMD Thresholds	82	82	--
Exceed AQMD Thresholds?	No	No	No

Notes: See Appendix A for details on model inputs, assumptions, and Project-specific modeling parameters; AQMD = Air Quality Management District; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; -- = no adopted threshold.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact

Construction activities associated with the Project would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road equipment used during site preparation and construction and on-road heavy-duty trucks. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they do not operate at any one location for extended periods of time such that they would expose a single receptor to excessive diesel PM emissions. Based on the construction-related emissions modeling conducted (see Appendix A), maximum daily emissions of exhaust PM_{10} would be less than 11 lb/day during construction. A portion of these emissions would be due to worker commute and material delivery trucks traveling to and from the Project area and would not occur within the Project area. In addition, all construction activities would occur during daytime hours, which is when many residents located to the southeast would typically not be at home, thus limiting exposure from construction-related emissions to these receptors. As a result, construction-related TAC emissions associated with the Project are not anticipated to expose sensitive receptors to an incremental increase in cancer risk greater than 10 in 1 million or a hazard index greater than 1.0. The low exposure level reflects the (i) relatively low mass of diesel PM emissions that would be generated by construction activity within the Project area; (ii) the relatively short duration

of diesel PM-emitting construction activity within the Project area; and (iii) the highly dispersive properties of diesel PM. This impact would be less than significant. No mitigation is required.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact

The Project would produce localized odors during construction activities from the use of heavy-duty diesel equipment, and application of architectural coatings. The use of the equipment would be intermittent and temporary, and it would dissipate rapidly from the source with an increase in distance. In addition, construction activities would not occur in the vicinity of a particular receptor for an extended period. Since the Project's land use does not include one of the above-mentioned land uses with major odor generation, it would not have any long-term odor impact. Further, El Dorado County AQMD Rule 205-Nuisance prohibits the discharge of quantities of air contaminants or other material that can cause injury, detriment, nuisance, or annoyance to any considerable number of persons. This would protect citizens from harmful odors should they occur. Hence, this impact would be less than significant. No mitigation is required.

5.3.5 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
2a) Substantial air pollutant emissions?	No	As noted above under 5.3.3(b), Project implementation would not result in air pollutant emissions during construction or operation that would exceed applicable El Dorado County AQMD thresholds.
2b) Deterioration of ambient (existing) air quality?	No	As the Project would not result in emissions in excess of El Dorado County AQMD thresholds, the Project would not impair the ability for the LTAB to achieve attainment for all criteria air pollutants.

2c) Creation of objectionable odors?	No	As noted above under 5.3.3(d), the Project may result in minor, localized odors during construction and associated with the use of heavy construction equipment. However, any odors would dissipate rapidly at the point of origin and are not anticipated to impact nearby receptors. The Project would not involve the operation of uses that are normally considered odor producing and as such, no objectionable odors are anticipated.
2d) Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	No	The Project involves the relocation of the existing WIS and would not involve the development of substantial new land uses that could alter air movement, moisture, temperature, etc. in the vicinity of the Project area. The Project would also include a trail connection, intended to improve bike and pedestrian movement in the area.
2e) Increased use of diesel fuel?	No	The Project would require temporary use of diesel fuel during construction but upon initiation of operation, no increase in diesel fuel usage and a decrease in employee gasoline usage is anticipated (as a result of projected on-site operations and the proposed employee workforce housing.)

5.3.6 NEPA Analysis of Effects

This NEPA analysis evaluates the environmental effects of the Proposed Action on air quality. Per USFWS guidance, this analysis would normally be categorized as a "Natural Resources" and evaluated as "Air Quality." The analysis incorporates by reference Section 5.3 (Air Quality) and Appendix A (Air Quality/GHG Modeling Results). Construction controls and BMPs identified in Section 3.8 (Construction Controls) are also relied upon to inform NEPA effect conclusions.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and no construction or operational activities would occur within the Project area. Existing air quality conditions would

remain unchanged from those described in the Environmental Setting (Section 5.3.1). The No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects on air quality.

Environmental Effects of the Proposed Action Alternative

Criteria Pollutants and Fugitive Dust

As evaluated under CEQA Checklist Questions 5.3.2(a) and (b), the Proposed Action would generate short-term emissions during construction. These emissions were quantified using CalEEMod and compared to El Dorado County AQMD significance thresholds, which are designed to support attainment and maintenance of the NAAQS, as required under the federal Clean Air Act.

The CEQA analysis determined that construction-related emissions would remain below significance thresholds of El Dorado AQMD, and that implementation of required BMPs, including fugitive dust control, vehicle idling limits, use of Tier 4 diesel equipment, and renewable diesel fuel, would further reduce emissions. Operational emissions would be minimal and would not result in a long-term increase in regional emissions (Section 5.3.4(a-c)).

Operation of the Proposed Action would not contribute significantly to a degradation in air quality, as it replaces a nearby existing facility of the same function and capacity. As discussed in Section 5.3.4(b), the Project would not exceed El Dorado AQMD thresholds, based on modeling of operational emissions performed in CalEEMod (Appendix A).

Because modeled emissions would be in compliance with local air district thresholds and therefore are consistent with NAAQS requirements, the Proposed Action would not result in a significant effect on air quality.

Sensitive Receptors and Toxic Air Contaminants

Sensitive receptors in the vicinity of the Project area include nearby residences. Construction activities would generate temporary emissions of diesel particulate matter and fugitive dust; however, these emissions would be limited in duration, and construction activities would be subject to BMPs. Construction-related exposure would be below El Dorado AQMD threshold and NAAQS, and the Proposed Action would not expose nearby sensitive report to a hazard index greater than 1.0. No long-term toxic air contaminant exposure would occur during operation. Emissions associated with the Proposed Action are below applicable federal de minimis thresholds, and they would not cause or contribute to exceedances of the NAAQS in the Project area (Section 5.3.4(b)).

Because modeled emissions are below El Dorado AQMD thresholds for significance the Proposed Action would be in compliance with the State Implementation Plan, Clean Air Act and related federal air quality requirements. The Proposed Action would not expose sensitive receptors to significant levels of toxic air pollution. The effects of the Proposed Action would be minor and temporary.

Determination

Air quality effects from construction would be temporary and localized, and operational emissions would be minimal. When considered in combination with other past, present, and reasonably foreseeable actions in the area, the Proposed Action would not contribute a meaningful increment to reasonably foreseeable air quality impacts. In addition, the Proposed Action would result in a reduction

of vehicle trips due to employee housing, resulting in a small reduction in long-term vehicle-related emissions.

Implementation of the Proposed Action would result in short-term, minor construction-related air emissions and a minor decrease in vehicle-related operational emissions. With implementation of required construction BMPs the Proposed Action would not result in substantial adverse effects to the human environment.

5.4 Biological Resources

This section describes the conditions of biological resources in the Project area and analyzes potential impacts to aquatic and terrestrial wildlife and vegetation, special status species, their habitats, sensitive natural plant communities, wetlands and Waters of the United States, stream environment zones (SEZs), and local policies protecting biological resources. Technical information presented in this section is based on a Project-specific Biological Resource Study (Biological Resource Assessment; Appendix B) completed for the Project to determine potential effects on sensitive biological resources in the area, including botanical and wildlife special status species.

5.4.1 Environmental Setting

A reconnaissance-level field survey was conducted on August 29, 2024, to identify vegetation communities, verify no critical wildlife habitats were present in the Project area, and develop an inventory of any possible wildlife and botanical resources. Prior to the survey, NCE performed a desktop review of biological databases. A California Natural Diversity Database search was conducted for the Project which identified SSS occurrences including American badger (*Taxidea taxus*), broad-nerved hump moss (*Meesia uliginosa*), marsh skullcap (*Scutellaria galericulata*), mud sedge (*Carex limosa*), North American porcupine (*Erethizon dorsatum*), and Sierra Nevada snowshoe hare (*Lepus americanus tahoensis*). These occurrences do not overlap with the Project area, and no special status species or sensitive habitats were observed in the Project area during the reconnaissance-level survey.

A search of the USFWS Information for Planning and Consultation (IPaC) system indicated that the Project area may provide potential habitat for the federally listed or petitioned species, including Sierra Nevada yellow-legged frog (*Rana sierrae*) (Endangered) and Monarch butterfly (*Danaus plexippus*) (Petitioned). No USFWS-designated critical habitat occurs within or adjacent to the Project area. No USFWS-protected or petitioned special status species or habitat for special status species was identified during the reconnaissance-level survey. The Project area is located outside the National Oceanic and Atmospheric Administration (NOAA) Fisheries jurisdiction; therefore, no effects to NOAA Fisheries species are anticipated, and no species list from NOAA is required.

A search of the California Native Plant Society (CNPS) Rare Plant Inventory identified several CNPS-listed plant species known in the broader vicinity. One species identified from the search has potential to occur within the Project area. No special status plant species identified by the CNPS Rare Plant Inventory were observed during the reconnaissance-level survey. However, one TRPA-designated special status plant species, Sierra juniper (*Juniperus grandis*), is present within the Project area.

The Project area has been previously disturbed by development to the east and west, existing trails, utilities and access roads. No riparian habitat, wetlands, or other sensitive natural communities were identified within the Project area.

Dominant vegetation communities in the Project area include Jeffrey pine, lodgepole pine (*P. contorta*), and mixed coniferous forests, and upper montane mixed chaparral. The area surrounding the Project area contains urban development including residences, businesses, schools, SR 89, US 50, Tahoe Paradise Golf Course, Tahoe Paradise Park, and other recreational areas. Wildlife habitat within the Project area is minimal and limited to small patches of disturbed upland vegetation adjacent to existing

facilities. Special status wildlife species were not found to be present within the Project area or adjacent areas.

The Project area contains no wetlands, no mapped Waters of the U.S., no Waters of the State, and no Lake Tahoe Basin Management Unit (LTBMU) designated SEZs (NCE 2025a). As a result, no jurisdictional waters occur in the Project area (NCE 2025a).

5.4.2 Regulatory Setting

Federal

Endangered Species Act

The federal Endangered Species Act (ESA) protects plants and wildlife that are listed as endangered or threatened by the USFWS. Section 9 of the ESA prohibits the taking of endangered wildlife, where taking is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 Code of Federal Regulations [CFR] 17.3). This statute also governs removing, possessing, maliciously damaging, or destroying any endangered plant on federal land and removing, cutting, digging up, damaging, or destroying any endangered plant on non-federal land in knowing violation of state law.

Under Section 7 of the ESA, federal agencies are required to consult with the USFWS and/or NOAA – National Marine Fisheries Service if their actions, including permit approvals or funding, could adversely affect a federally listed species (including plants) or its critical habitat.

Migratory Bird Treaty Act

The MBTA makes it unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests (such as swallow nests on bridges) occupied by migratory birds during the breeding season.

Executive Order 13112 – Invasive Species

Executive Order 13112 requires federal agencies to combat the introduction or spread of invasive species in the U.S. Invasive species are defined as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health."

State

California Endangered Species Act

Pursuant to the California Endangered Species Act (CESA) and Section 2081 of the FGC, an Incidental Take Permit from the CDFW is required for projects that could result in the "take" of a state listed threatened or endangered species. Under the CESA, "take" is defined as an activity that would directly or indirectly kill an individual of a species proposed for listing (called "candidates" by the state). Section 2080 of the FGC prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations.

California Native Plant Protection Act

The Native Plant Protection Act of 1977 (FGC Sections 1900 – 1913) was created to "preserve, protect and enhance rare and endangered plants in this State" and is administered by CDFW. The Fish and Wildlife Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. CESA provided further protection for rare and endangered plant species, but the Native Plant Protection Act remains part of the FGC.

California Fish and Game Code

Section 3503 of the FGC states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.4 specifically states that it is unlawful to take, possess, or destroy any raptors (e.g., hawks, owls, eagles, and falcons), including their nests or eggs. Section 3513 of the FGC codifies the federal MBTA.

Regional

Tahoe Regional Planning Agency Code of Ordinances

The TRPA Code of Ordinances includes requirements for protection and management of "sensitive plants" and "uncommon plant communities" and regulations regarding tree removal (TRPA Code Chapter 61). The TRPA Code of Ordinances also includes protection of wildlife habitat, including SEZs (TRPA Code Chapter 61), and of certain animal species known as "special interest species" (TRPA Code Chapter 62). TRPA-designated special interest species are species that are "locally important because of rarity or other public interest, and threatened, endangered, or rare species as designated under state and federal endangered species acts."

The TRPA Code also regulates the removal of trees under Section 33.6.5. The TRPA Code also provides requirements for retained tree protection during construction, standards for soil and vegetation protection during tree removal. TRPA Code also disallows tree removal within SEZs unless certain conditions are met.

Local

Meyers Area Plan

The Meyers Area Plan sets standards for tree protection within the Project area. The Plan's Landmark Tree Protection ordinance states that Live Sierra Junipers of any size in the Meyers Recreation zoning designation shall not be removed unless a tree removal permit is issued by TRPA.

5.4.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
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 & Wildlife (CDFW) or U.S. Fish & Wildlife Service (USFWS)?	Less Than Significant Impact with Mitigation Incorporated

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 CDFW or USFWS?	No Impact
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?	No Impact
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?	Less Than Significant Impact with Mitigation Incorporated
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact with Mitigation Incorporated
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?	No Impact

5.4.4 Answers to CEQA Checklist Questions

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Wildlife (CDFW) or U.S. Fish & Wildlife Service (USFWS)?

Less Than Significant Impact with Mitigation Incorporated

As discussed above, no USFWS or CDFW designated special status species or habitat for such special status species was identified during the reconnaissance-level survey. Further, background research conducted for the Project confirmed that no USFWS or CDFW special status species or their habitat are present within the Project area or its vicinity. As a result, the Project would have no effect on federal or state listed species, and no formal or informal consultation with USFWS is anticipated. The Project is also not anticipated to require an Incidental Take Permit from CDFW.

The Project would remove trees within the Project area. For projects within the Lake Tahoe Basin, TRPA requires Sierra juniper trees of any size to be protected, unless otherwise exempt under the TRPA Code of Ordinances and/or permitted by TRPA. Sierra juniper trees also require protection under Meyers Area Plan Design Standard 1d, Section B Policy 2.1, and Ordinance 160, Landmark Tree Protection. Due to the presence of Sierra juniper trees on-site and taking into consideration that some vegetation removal (including trees) would be required as part of the Project, this would be considered potentially significant.

The Project area contains no habitat for designated USFWS or CDFW special status species. Although no habitat for special status species is present, more transient species (e.g., bats, migratory birds, and raptors) have the potential to establish/nest/roost within the Project area prior to construction. With respect to migratory birds and raptors, MBTA and FGC require the protection of raptors, active nests,

and eggs. Construction controls identified above in Section 3.8.2 would require pre-construction surveys for nesting birds and raptors and ensure that no significant impacts to raptors, active nests, and/or eggs would occur. Similarly, potential bat roosting habitat (e.g., dead trees and snags) was observed within the Project area. Although no bats were observed during the reconnaissance-level survey, they may establish within the Project area prior to construction, and loss of an active roost would be considered a significant effect.

Mitigation Measures

BIO-1: All Sierra juniper trees located outside the immediate footprint or essential work area of Project components will be protected and avoided regardless of diameter at breast height. Sierra junipers that occur within the immediate footprint or essential work area of Project components (e.g., buildings, decontamination area, or other permanent infrastructure) may be removed where avoidance is infeasible. Any such removal will occur in compliance with the Meyers Area Plan and TRPA Code of Ordinances and will require all applicable permits and approvals prior to removal. Temporary construction uses, such as staging areas, shall not qualify as essential work area requiring tree removal.

At a minimum and prior to construction, orange construction limit fencing will be installed around the entire dripline of each on-site tree within 20 feet of the limits of construction. No ground disturbance, soil compaction, construction of structures, or staging or storage of construction materials will occur within the fenced protection area. Existing grade around each juniper will be maintained to at least the edge of the tree's dripline.

BIO-2: To prevent the spread of invasive species, the Project proponent will treat and/or remove invasive plants in the Project area prior to construction. Any construction equipment and materials that enter the Project area will be cleaned, free of dirt, vegetation material, and other organic/inorganic debris. All equipment and materials will be cleaned prior to entering the Project area, and the construction manager or other qualified personnel shall inspect all equipment to ensure this requirement is met. Disturbed soil areas and stockpiles will be covered when inactive and will be monitored/treated for invasive plant species establishment. All disturbed soil areas will be landscaped or otherwise revegetated with native species. All imported fill, mulch, straw, seed, or other revegetation materials used during construction shall be certified free of noxious weeds.

BIO-3: At least 14 days prior to removal or modification of trees or other features that may provide roosting habitat for bats, a qualified biologist will conduct a pre-construction survey to determine the presence or absence of roosting bats. Results of the survey will be provided to the Project proponent. If bats or signs indicating past or present roosting are found, the Project proponent will report the bat observation or roost to CDFW and will delay removal until the roost can be confirmed unoccupied. The Project proponent will coordinate with CDFW to determine an appropriate activity-free buffer area around occupied roosts in the Project area, if found.

Significance After Mitigation

Implementation of **Mitigation Measures BIO-1** would ensure that mature Sierra juniper trees are preserved on-site to the degree possible and consistent with local regulations. Additionally, implementation of **Mitigation Measures BIO-2** would prevent introduction of invasive species that could indirectly effect on-site conditions and vegetation, to further minimize potential impacts to Sierra juniper trees. Implementation of **Mitigation Measure BIO-3** would require that active roosts within the Project area be identified and avoided or monitored so that Project construction would not result in loss of active roosts or individuals. The incorporation of **Mitigation Measures BIO-1 through BIO-3**, coupled with biological resources construction controls to be implemented as part of the Project, would ensure impacts would be less than significant.

b) Would the project 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 CDFW or USFWS?

No Impact

As discussed above, the Project area contains no wetlands, no mapped Waters of the U.S., no Waters of the State, and no LTBMU designated SEZs (NCE 2025a). Further, no "uncommon plant communities" as defined within TRPA Code Chapter 61 are present within the Project area. Therefore, the Project would have no impact on riparian habitat or other sensitive natural communities. No mitigation is required.

c) Would the project 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?

No Impact

As discussed in Section 5.4.4 (b), the Project area contains no wetlands or other aquatic resources. As a result, no impact to state or federally jurisdictional aquatic resources or wetlands would occur, and no permitting from the U.S. Army Corps of Engineers, Lahontan RWQCB, or TRPA for jurisdictional waters is required (NCE 2025a). No mitigation is required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact with Mitigation Incorporated

The Project area consists of plant communities and species densities typical of a forested, developed, urban area in the South Lake Tahoe region. Habitat within the Project area has been degraded because of the surrounding urban environment, continuous human disturbance, paved areas, utility easement, and the presence of certain non-native plants. As a result, the Project area is not considered part of an important wildlife corridor.

As noted above under 5.4.4.a), the Project area does not provide suitable habitat for special status wildlife; however, trees and other features within the Project area may provide potential roosting

habitat for bats, including maternity roosts that would qualify as a nursery. Although no roosts or bats were observed during reconnaissance surveys of the Project area, roosts may establish prior to construction. To ensure that active roosts are avoided, **Mitigation Measure BIO-3** would be implemented and require pre-construction surveys for roosting bats to be conducted prior to removal or modification of trees or other features that could support bat roosts. If bats or evidence of roosting is identified coordination with CDFW will be implemented until the roost is confirmed unoccupied.

With implementation of Mitigation Measure BIO-3, potential impacts to bats would be reduced to less than significant through avoidance of active roosts, if determined to be present. Therefore, completion of the Project would not impact or change wildlife connectivity in any meaningful way considering the existing site conditions and adjacent land uses. Impacts would be less than significant with the incorporated mitigation.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact with Mitigation Incorporated

The Project would comply with the TRPA Code of Ordinance as they pertain to the protection of biological resources, including tree removal. Trees planned for removal would need to be approved by TRPA and the County depending on their size, measured as diameter at breast height. The Project would also comply with TRPA requirements related to vegetation protection controls during construction (refer to Section 3.8.2 above) and would only remove vegetation necessary for Project implementation. Further and as noted above, the Meyers Area Plan establishes protections for landmark trees and Sierra juniper trees (a TRPA species of special interest) within the Project area. Although no landmark trees are present within the Project area, several Sierra juniper trees are present. Implementation of **Mitigation Measures BIO-1 and BIO-2** (above) would ensure that significant direct and indirect impacts to Sierra juniper trees are prevented. Please refer to Section 5.4.4(a) for further details. With implementation of **Measures BIO-1 and BIO-2**, impacts would be less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact

There are no federal, state, regional or local Habitat Conservation Plans which cover the Project area. The Project area does not contain any aquatic resources. The Project area does not contain any SEZs or “uncommon plant communities” as defined by TRPA. Therefore, the Project would not conflict with any local, regional or state habitat conservation plan, and no impact would occur. No mitigation is required.

5.4.5 TRPA Checklist

Would the Project result in:

TRPA Questions – Vegetation	Determination	Discussion
4a) Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	No	The Project must comply with TRPA vegetation protection controls during construction and would only remove vegetation necessary for Project implementation. While the Project would involve development of parcels that are currently owned by the Conservancy, these parcels would be included as part of a land exchange with the County (see Section 3.6.2 above.) Because the Project would also comply with offsetting land coverage restoration requirements associated with the land capability system, significant impacts would not occur.
4b) Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	No	The Project area contains no riparian areas or aquatic resources. As discussed in 5.4.4(b), (c) and (d), there are no federal or state jurisdictional aquatic resources or protected wildlife habitat within the Project area.
4c) Introduction of new vegetation that would require excessive fertilizer or water, or would provide a barrier to the normal replenishment of existing species?	No, with Mitigation	Existing vegetation would be conserved where possible. Implementation of **Mitigation Measure BIO-2** would ensure no new invasive species would be introduced to the Project area. All new landscaping would comply with TRPA and County regulations.
4d) Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?	No, with Mitigation	Construction of the Project would not directly result in a change in the biological diversity or distribution of any species in the Project area or within the vicinity of the Project area. The diversity and distribution of on-site vegetation would be largely maintained, and the Project area would be revegetated with native vegetation. To ensure that no indirect effects would occur, the Project would be required to implement **Mitigation Measure BIO-2** to prevent the introduction of non-native, invasive species within the Project area.

4e) Reduction of the numbers of any unique, rare or endangered species of plant?	No, with Mitigation	Please refer to Section 5.4.5(4d).
4f) Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	No	As discussed above in Section 5.4.4(b) and (c), no aquatic resources are present within the Project area, and therefore, no stream bank or backshore vegetation is present within the Project area. No impact would occur.
4g) Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	No	The Project would remove trees from within the Project area. However, no trees with dbh of 30 inches or greater would be removed.
4h) A change in the natural functioning of an old growth ecosystem?	No	There are no old growth trees located within or adjacent to the Project area**.** Therefore, there would be no impact.
5a) Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?	No, with Mitigation	The Project area contains disturbed forest land adjacent to US 50 and SR 89. The Project area does not provide habitat for any state or federal special status species. With implementation of **Mitigation Measure BIO-3** and adherence to FGC requirements related to nesting birds, the Project would not affect wildlife species such that there would be a change in diversity or distribution. Please see discussion in Section 5.4.4(a) for further detail.
5b) Reduction of the number of any unique, rare or endangered species of animals?	No, with Mitigation	Please refer to Section 5.4.5(5a)
5c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	No	Please refer to Section 5.4.4(d)
5d) Deterioration of existing fish or wildlife habitat quantity or quality?	No, with Mitigation	The Project area contains disturbed forest land. Furthermore, the Project contains no USFWS or CDFW designated special status species or special status species habitat. Implementation of **Mitigation Measure BIO-2** would ensure that introduction of transient special status species would not occur, nor would deterioration of habitat quality. Upon completion of construction, the Project area would be landscaped with native species, consistent with existing conditions. Please see discussion in Section 5.4.4(a) for further detail.

5.4.6 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on natural resources, including plant communities, special status plant species and special status wildlife species. The analysis relies on Section 5.4 (Biological Resources) and the Biological Resource Assessment (Appendix B). Avoidance and minimization measures identified through the CEQA analysis are used to inform NEPA effect conclusions, including **Mitigation Measures BIO-1** through **BIO-3** and biological resources construction controls described in Section 3.8.2. Impacts to floodplains (EO 11988) are analyzed in Section 5.10 (Hydrology and Water Quality).

Wetlands

Affected Environment

The Project area contains no wetlands, no mapped Waters of the U.S., no Waters of the State, and no LTBMU designated SEZs (Section 5.4.1; see also Section 5.4.4(b) and Section 5.4.4(c)). No riparian habitat or other sensitive natural communities were identified in the Project area (Section 5.4.1).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, no ground disturbance or construction would occur in the Project area. Conditions described in Section 5.4.1 would remain unchanged, and there would be no direct, indirect, or cumulative effects to wetlands or other aquatic resources.

Environmental Effects of the Proposed Action Alternative

Because wetlands and other aquatic resources are absent from the Project area, the Proposed Action would result in no direct effects to wetlands or waters (Section 5.4.4(b); Section 5.4.4(c)). Potential indirect effects associated with erosion or runoff during construction would be minimized through biological resources construction controls (Section 3.8.2) and stormwater controls (e.g., SWPPP). Given the absence of aquatic resources in the Project area, the Proposed Action would not contribute to cumulative effects on wetlands.

Plant Communities

Affected Environment

The Project area consists of previously disturbed upland vegetation in a developed corridor influenced by adjacent roadways, utilities, access routes, and surrounding development (Section 5.4.1). Dominant plant communities include Jeffrey pine, lodgepole pine, mixed coniferous forest, and upper montane mixed chaparral (Section 5.4.1). No TRPA “uncommon plant communities” were identified in the Project area (Section 5.4.4(b)).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, vegetation communities within the Project area would remain consistent with the Environmental Setting (Section 5.4.1). No vegetation removal would occur, and there would be no direct, indirect, or cumulative effects to plant communities.

Environmental Effects of the Proposed Action Alternative

The Proposed Action would result in vegetation and tree removal within the Project area to accommodate the Proposed Action. As described in Section 5.4.1, plant communities in the Project area already reflect long-term disturbance and reduced habitat function. Effects would be localized to the Proposed Action footprint. **Mitigation Measure BIO-2** (Section 5.4.4(a)) addresses invasive species transfer to the Project area, which would reduce the potential for indirect effects associated with invasive species establishment. Based on the disturbed baseline and implementation of **Mitigation Measure BIO-2**, the Proposed Action would result in minor direct and indirect effects to plant communities and would not meaningfully contribute to cumulative effects on regional vegetation resources.

Special Status Plant Species

Affected Environment

As described in Section 5.4.1, one TRPA-designated special status plant species, Sierra juniper (*Juniperus grandis*), is present within the Project area. No special status plant species listed under the CESA or identified by the CNPS Rare Plant Inventory were observed during the reconnaissance-level survey (Section 5.4.1). Sierra juniper is subject to protection requirements under TRPA and the Meyers Area Plan (Section 5.4.2; Section 5.4.4(a)).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, no vegetation removal or construction would occur. Sierra juniper and other vegetation conditions described in Section 5.4.1 would remain unchanged, and there would be no direct, indirect, or cumulative effects to special status plant species.

Environmental Effects of the Proposed Action Alternative

Direct effects to Sierra juniper could occur if trees were removed or damaged during construction. **Mitigation Measure BIO-1** requires avoidance and protection of Sierra juniper where feasible and relocation/mitigation for individuals that cannot be avoided (Section 5.4.4(a)). With **Mitigation Measure BIO-1** incorporated, the Proposed Action would avoid or minimize direct effects to Sierra juniper and would not result in a long-term reduction of this special status plant species. The Proposed Action would not contribute to cumulative effects on special status plant species.

Special Status Wildlife Species

Affected Environment

The reconnaissance surveys and database reviews identified no special status wildlife species or sensitive habitats within the Project area, and the Project area is located outside NOAA Fisheries jurisdiction (Section 5.4.1). The USFWS IPaC search identified species that may occur in the broader region, but no USFWS-protected or petitioned species or habitat was identified in the Project area, and no designated critical habitat occurs within or adjacent to the Project area. Wildlife habitat in the Project area is minimal and disturbed (Section 5.4.1), and the Project area is not considered an important wildlife corridor or nursery site (Section 5.4.4(d)).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, no ground disturbance or construction would occur in the Project area. Habitat conditions described in Section 5.4.1 would remain unchanged, and there would be no direct, indirect, or cumulative effects to special status wildlife species.

Environmental Effects of the Proposed Action Alternative

The Project area does not contain suitable habitat for federal or state listed species, and no designated critical habitat occurs within or adjacent to the Project area (Section 5.4.1). Accordingly, the Proposed Action is expected to have no effect on federally or state listed species or critical habitat (Section 5.4.4(a)).

Migratory birds and raptors could occur transiently in the broader area, and direct effects could occur only if active nests were present during vegetation removal (Section 5.4.4(a)). Biological resources construction controls require pre-construction nesting bird/raptor surveys and avoidance buffers (Section 3.8.2), which would avoid removal or disturbance of active nests and thereby prevent significant adverse effects to migratory birds.

Potentially suitable bat roosting habitat was observed in the Project area; however bats were not observed during reconnaissance surveys. Because suitable bat habitat is present, **Mitigation Measure BIO-3** would be implemented to avoid direct effects to bats and occupied roosts, should they be discovered within the Project area at a later date. The Project area is not a wildlife corridor, and **Mitigation Measure BIO-3** would ensure no direct effects to bats if a nursery site became established within the Project area (Section 5.4.4(d)), therefore there is no need for further analysis of such resources.

Determination

The Proposed Action Alternative would result in localized and minor effects to disturbed upland vegetation and common terrestrial wildlife within the Project area. Wetlands, aquatic resources, benthic habitat, federally listed species, and critical habitat are absent and no direct effects would occur. Potential indirect effects to wetlands would be minimized through the implementation of standard construction controls and a site-specific SWPPP. Effects to vegetation communities, special status plants, and bats would be minimized through the implementation of **Mitigation Measure BIO-1**, **BIO-2** and **BIO-3.** Through implementation of construction controls outlined in Section 3.8.2, no significant effects on migratory birds would occur.

Based on the limited scale of disturbance, the disturbed context of the Project area, and the implementation of construction controls and mitigation measures, the Proposed Action would not result in significant adverse effects.

5.5 Cultural Resources

This section analyzes and evaluates the potential impacts of Project on known and unknown cultural resources. Cultural resources include prehistoric and historic-era districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or architectural) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes.

5.5.1 Environmental Setting

A site-specific cultural and historic resource analysis of the Project area and the Project was conducted by NCE in 2024. The Area of Potential Effect (APE) defined for the cultural resources study encompasses approximately 9 acres and includes the Project footprint as well as surrounding areas where indirect visual, atmospheric, and auditory impacts could occur. The evaluation included an archival review, a Sacred Lands File (SLF) search through the NAHC, outreach to Native American tribes (see Section 5.18, Tribal Cultural Resources below), and an intensive pedestrian survey of the APE. The APE contains a mixture of undeveloped forested land, highway-adjacent disturbed ground, and areas affected by prior construction activities. Previous disturbances include construction of US 50, SR 89/Luther Pass Road, adjacent paved multi-use trails, Pomo Street, roadside drainage features, and utility infrastructure. These activities have substantially altered surface and subsurface soils within portions of the APE.

A records search conducted as part of the archival review identified that no previously recorded cultural resources or studies are mapped within the APE (NCE 2025b). The NAHC SLF search returned negative results for traditional cultural places or tribal cultural resources in or near the APE. No previously identified National Register-eligible cultural resources were identified within the APE during NCE's desktop review. Similarly, no prehistoric nor historic period cultural resources were identified within the APE during a pedestrian survey of the Project area on August 24, 2024.

Based on the archival research, NAHC results, tribal correspondence, and pedestrian survey, no recorded or previously unidentified cultural resources were found within the APE. The absence of identified resources is consistent with the level of prior ground disturbance throughout much of the Project area (NCE 2025b).

5.5.2 Regulatory Setting

Federal

The National Historic Preservation Act (NHPA) of 1966 defined the role and responsibilities of the federal government in historic preservation and established the National Register of Historic Places. The NHPA directs agencies to identify and manage historic properties under their control, to undertake actions that would advance the Act's provisions and avoid actions contrary to its purposes, to consult with others while carrying out historic preservation activities, and to consider the effects of their actions on historic properties.

State

California Register of Historical Resources

The CRHR is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The CRHR helps government agencies identify and evaluate California's historical resources and indicates which properties are to be protected, to the extent prudent and feasible, from substantial adverse change (PRC § 5024.1(a)). Any resource listed in, or eligible for listing in, the CRHR must be considered during the CEQA process.

Regional

Tahoe Regional Planning Agency Code of Ordinances

TRPA Code Section 67.3 outlines requirements for the accidental discovery of resources during construction and requirements for protection of known resources.

5.5.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	Less Than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact

5.5.4 Answers to CEQA Checklist Questions

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?

No Impact

As noted above, no historic or prehistoric cultural resources were identified during archival review or records searches of the APE. Additionally, no historic or prehistoric cultural resources were identified during the pedestrian survey of the Project area (NCE 2025b). Because no historic resources were identified within the APE, the Project would not affect any historical resources and therefore would not cause any substantial adverse change in the significance of a historical resource. No impact would occur, and no mitigation is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

Less Than Significant Impact

While the Project would involve ground disturbance, as discussed above, the Project APE contains no documented archaeological resources. Additionally, any undocumented archaeological resources are unlikely due to the disturbed nature of the Project area because of the construction of US 50, the bike path parallel to US 50, SR 89/Luther Pass Road, Pomo Street, and the Liberty Utilities powerlines (NCE 2025b). Further and as part of the Project, TRPA Resource Protection BMPs (as outlined in Section 3.8.3 above) would be implemented as part of the Project to ensure that any inadvertent discoveries of archaeological resources, if encountered, are identified, evaluated, and protected (as appropriate). Due to the level of prior disturbance of the Project area and lack of recorded archaeological resources (NCE 2025b), the Project would not result in a significant adverse change in the significance of archaeological resources. Impacts would be less than significant, and no mitigation is required.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact

Based on the prehistoric and historic uses of the area and the prior ground disturbance of the Project area, human remains are not expected to be discovered during construction activities. However, the potential still exists to pose a significant impact to human remains should they be encountered. Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human grave.

Section 7050.5(b) of the California Health and Safety Code and Section 5097.98 of the State PRC specify required protocol to implement when human remains are discovered. If human remains are discovered, the codes require that work cease within the immediate area and the County Coroner be notified. If the remains are determined to be Native American, the coroner will notify the NAHC, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed including notification of the Washoe and UAIC tribes.

Because the Project is required to comply with these requirements to implement controls to protect human remains against significant impact during ground disturbance activities, the Project would not alter or adversely affect or result in the loss of these resources and their associated ethnic and cultural values. Therefore, potential impacts to human remains would remain less than significant. No mitigation is required.

5.5.5 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
20a) An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	No	Please refer to 5.5.4(a). There are no documented historical resources in the Project area.
20b) Is the Project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	No	Please refer to 5.5.4(a) and (b). There are no documented cultural resources (historic or archaeological) within or adjacent to the Project area.
20c) Is the property associated with any historically significant events and/or sites or persons?	No	Please refer to 5.5.4(a) for further discussion. The Project area is not associated with any historic events there are no documented historical resources in the Project area.
20d) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	No	There are no documented historical resources in the Project area. Although considered unlikely, ground disturbing activities have the potential to result in inadvertent discoveries of cultural resources. TRPA Resource Protection BMPs (as outlined in Section 3.8.3 above) would be implemented as part of the Project and would insure that any inadvertent discovery is appropriately identified, evaluated, and treated.
20e) Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	No	No recorded historic or prehistoric religious or sacred uses are associated with the Project area. Although considered unlikely, there remains potential for the inadvertent discovery of previously unidentified archaeological resources and/or human remains. As noted above, TRPA Resource Protection BMPs (as outlined in Section 3.8.3 above) would be implemented as part of the Project and would ensure that any inadvertent discovery is appropriately identified, evaluated, and treated. Further, should human remains be encountered, the contractor and the County would implement procedures required as part of Section 7050.5(b) of the California Health and Safety Code and Section 5097.98 of the State PRC for the appropriate treatment of such remains.

5.5.6 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on Cultural Resources, including historic properties and architectural resources. Per USFWS guidance, this analysis would normally be categorized as "Cultural and Historic Resources." The analysis relies on and incorporates by reference Sections 5.5.1 Environmental Setting, 5.5.2 Regulatory Setting and 5.5.4 Answers to CEQA Checklist Question, as well as construction controls outlined in Section 3.8.3 for inadvertent discoveries and applicable procedures for discovery of human remains. NEPA analysis of archaeological resources is addressed in Section 5.18 (Tribal Cultural Resources).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and no construction-related ground disturbance or other action activities would occur. The existing conditions described in Section 5.5.1 would remain unchanged. Because no earthmoving or construction would occur, the No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects on cultural resources, including historic properties or architectural resources.

Environmental Effects of the Proposed Action Alternative

Based on the site-specific cultural and historic resource analysis summarized in Section 5.5.1, no previously recorded cultural resources, no National Register-eligible resources, and no historic resources were identified within the APE. Accordingly, effects to known historic properties and known architectural resources are dismissed from further detailed analysis. NEPA analysis of potential effects from inadvertent discoveries associated with ground disturbance are discussed in Section 5.18.6.

Determination

Based on the absence of identified historic and cultural resources within the APE, the Proposed Action would result in no effects to known historic properties or architectural resources. Please see Section 5.18.6 for discussion of inadvertent discovery of previously unknown cultural resources.

5.6 Energy

5.6.1 Environmental Setting

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of the energy consumed in California is natural gas. In 2014, approximately 35 percent of natural gas consumed in the State was used to generate electricity. Residential land uses represented approximately 17 percent of California's natural gas consumption with the balance consumed by the industrial, resource extraction, and commercial sectors (U.S. Energy Information Administration 2017). Power plants in California generate approximately 78 percent of the in-state electricity demand, with power plants in the Pacific Northwest and Southwestern U.S. generating the remaining electricity (California Energy Commission 2024). The contribution of in- and out-of-state power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors.

California relies on energy conservation, waste reduction practices, sustainable buildings, and innovative land use planning to reduce energy impacts. The means of achieving this goal include:

- Decreasing overall per capita energy consumption.
- Decreasing reliance on natural gas and oil.
- Increasing reliance on renewable energy resources.

Energy within the Project area is currently used by existing development to the north, east, and south of the Project area. The existing electrical utility easement that extends across the Project area includes overhead powerlines that are owned and maintained by Liberty Utilities, which would also provide electrical power to the Project area. The Project area is located within the service area for Southwest Gas.

5.6.2 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

5.6.3 Answers to CEQA Checklist Questions

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

Less Than Significant Impact

Project construction would require temporary energy use from on-site equipment and vehicle fuel consumption. Energy demand during construction would primarily involve fuel usage for heavy equipment and worker commute vehicles, as well as electricity for minor power tools and site lighting. As discussed in Section 3.8.1, Project construction would implement construction controls such as requiring the use of biodiesel and Tier 4F construction equipment, which would serve to reduce the use of fossil fuels and increase energy efficiency of construction vehicles. These energy uses would be short-term and typical for a project of this nature. Assuming an average fuel consumption of 10.5 miles per gallon (mpg) of diesel per haul/vendor truck, 27 mpg of gasoline per construction worker vehicle, and considering the on-site use of biodiesel and Tier 4F equipment within the Project area, the Project would result in the consumption of approximately 320 gallons of gasoline and 64 gallons of diesel. This calculation also takes into consideration the average miles per trip provided by CalEEMod (see Appendix A). As fuel consumption associated with construction of the Project would be directly attributable to the temporary transport of people and equipment necessary for Project implementation, it would not be considered wasteful or inefficient.

During operation, the Project includes residential uses that would consume energy for lighting, heating, cooling, and water/wastewater systems consistent with other multifamily units in the region. No increase in utility demands beyond those occurring at the existing inspection station are anticipated because of the Project. The Project would include bicycle storage racks to encourage non-motorized access by employees, which would help minimize vehicle trips, and thereby minimize fossil fuel energy consumption. In addition, the Project would provide a new trail connection along SR 89 to further enhance existing opportunities for pedestrians and bicyclists in the area.

All new on-site structures would comply with Title 24 California Building Energy Efficiency Standards and the California Green Building Standards Code, ensuring efficient design and operation. During operation, on-site uses associated with the Project are anticipated to annually consume approximately 30,955 kilowatt-hours of electricity and approximately 139,320 kilo British Thermal Units (Appendix A). As the Project would provide employee workforce housing intended to reduce employee trips to the Project area, no increase in employee vehicle use (i.e., fuel consumption) is anticipated. Moreover, and as discussed in Section 5.17 (Transportation) below, a net decrease in VMT is anticipated to occur because of the provision of on-site housing, which would have a corresponding decrease in fuel consumption. Further, the Project would not result in an increase in use associated with watercraft inspection and compared to the existing facility. Thus, no increase in fuel consumption associated with its operation is anticipated.

Per Appendix F of the State CEQA Guidelines, the way energy conservation goals may be met include decreasing overall per capita energy consumption, decreasing reliance on oil, and increasing reliance on renewable energy sources. The Project would not develop uses or involve activities that would conflict with goals of decreasing per capita energy consumption, reliance on oil (petroleum), or increasing uses of renewable energy sources, or that would result in wasteful, inefficient, or unnecessary consumption of energy. This impact would be less than significant, and no mitigation is required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact

The Project would involve the relocation of the existing WIS. All new on-site structures would be developed in a manner consistent with current California Building Code requirements that reflect the sustainability goals for the state, the County, and TRPA. The Project would meet Title 24 construction requirements and implement BMPs to reduce fossil fuel use by construction vehicles. The Project would provide on-site employee housing that would provide greater efficiency related to employee commutes and reduce energy/fuel consumption, which would be consistent with current state and local sustainability goals. The Project would therefore not conflict with adopted state and local goals and policies for energy efficiency and sustainability. Therefore, there would be no impact. No mitigation is required.

5.6.4 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
9a) A substantial increase in the rate of use of any natural resources?	No	The Project would involve the development of a WIS with the same capacity as the current facility and would provide on-site employee housing to further reduce fuel consumption.
9b) Substantial depletion of any non-renewable natural resource?	No	Please refer to 5.6.4(a) for further discussion.
15a) Use of substantial amounts of fuel or energy?	No	The Project would result in a minor temporary increase in fuel consumption during construction, no increased fuel consumption during operation, and a minor increase in energy use associated with on-site employee workforce housing. Please refer to 5.6.3(a) for further information.
15b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	No	The Project would connect to existing Liberty Utilities and Southwest Gas facilities in the area. The operation of 6 employee workforce housing units that meet current building code requirements would be considered a minor increase in demand consistent with growth projections for existing utility providers and not require the development of new sources of energy.

5.7 Geology and Soils

5.7.1 Environmental Setting

Regional Geologic Setting

Lake Tahoe lies within the Sierra Nevada Geomorphic Province, occupying a basin surrounded by peaks of the Sierra Nevada Mountains, with Freel Peak the highest at 10,891 feet. The eastern and western sides of the basin are composed of granite rock, with minor amounts of older metamorphic rock. Volcanic rock, some deposited as recently as 2.5 million years ago, covers most of the northern and some of the southern part of the basin. The Sierra Nevada is a gently sloping fault block mountain range that was uplifted along its eastern edge. This range is bounded on the east and west by a series of interconnected fault segments. The displacement has been greater on the eastern margin, giving the Sierra Nevada a western tilt. South of Lake Tahoe, there is a single crest dividing the gentle western slope from the steep eastern scarp. The crest splits south of the lake, with 1 crest trending northwesterly and the other crest trending northward creating the Carson Range. This range separates the Carson Valley from Lake Tahoe. Lake Tahoe occupies the basin between the 2 uplifted crests. During the past 2 million years, glaciers played an active role in shaping the Sierra Nevada Mountains and Lake Tahoe. Alpine glaciers extended below the current lake level along the west shoreline and Emerald Bay. The basement geology of the Lake Tahoe Basin is divided into 3 categories: granitic, metamorphic, and volcanic (Hyne et al. 1972).

Soils

Mapping by the California Geological Society (CGS) indicates the Project area is located within Pleistocene age Tahoe glacial deposits consisting of glacial till (Saucedo 2005). These materials are described by the CGS as unconsolidated bouldery till with more weathered areas exhibiting a distinct yellow-brown coloration. Larger grain preserved till is found in rounded or broad crested moraines, piles of unsorted rock and sediment. Locally, such features include outwash deposits. The surface soils and near surface soils in the Project area generally correspond with the CGS geological map.

Results from a preliminary geotechnical investigation for the Project area identified soils that consist of sands with minimal percentage of non-plastic fines and a variable percentage of gravels through maximum depth of exploration, approximately 21.5 feet below existing ground surface (bgs) (Corestone Engineering 2025). Non-plastic fines are small soil particles which do not exhibit the plastic characteristics typical of clays, such as silts. Sand soils within the Project area include poorly graded sand with silt, poorly graded sand with gravel, poorly graded sand with silt and gravel, and silty sand. The Project area subsurface also includes some gravelly soil layers consisting of poorly graded gravel with silt and sand. The topsoil layer within about 2 feet depth is generally dark gray to black in color and show loose to medium dense consistency. In general, native soil exhibits up to about 15 percent non-plastic fines and up to about 40 percent fine to medium size gravel except for gravelly soil layers that contain up to about 60 percent gravel. The detected soils exhibit a fast infiltration rate (Corestone Engineering 2025).

Groundwater was not encountered during the geotechnical investigation of the Project area. Borings at the Project area extended to a maximum depth of 21.5 feet bgs (Corestone Engineering 2025).

Seismicity and Faults

The Lake Tahoe Basin lies within an area with a high potential for earthquake shaking. It is generally accepted that a maximum credible earthquake in this area would be in the range of magnitude 7 to 7.5 along the Genoa fault system of the eastern Sierra Nevada. The most active segment of this fault system in the Tahoe area is located at the base of the eastern side of the mountains about 9 miles east of the Project.

The Alquist-Priolo Earthquake Fault Zoning Act was originally signed into law in 1972 as the Alquist-Priolo Geologic Hazard Zones Act to prohibit the location of most structures for human occupancy across the traces of active faults and to thereby mitigate the hazard of fault rupture (CGS 2007). Under this act, the State Geologist is required to delineate earthquake fault zones, and counties affected by the zones must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. As defined by this act, a fault is a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side; a fault zone has significant width, ranging from a few feet to several miles; an active fault is one which has had surface displacement within Holocene time (about the last 11,000 years); and a potentially active fault is one with evidence of displacement during Quaternary time (within the last 1.6 million years) and that exhibits a relatively high potential for ground rupture (it is sufficiently active and well-defined). Classification of a fault as potentially active requires investigation, analysis, and judgment by a qualified geologist. The Project area is in Echo Lake Quadrangle and the nearest Alquist-Priolo earthquake fault zone to the Project area in the subject map is associated with West Tahoe Fault mapped about 1.1 miles southwest of the Project area (CGS 2025a). The published CGS Fault Activity Map of California also shows West Tahoe Fault as the nearest Quaternary age fault to the Project area (CGS 2025b).

Ground Rupture

There are no known ground rupture locations within or in the general area of the Project area (Corestone Engineering 2025).

Ground Motion and Liquefaction

The United States Geological Survey seismic design maps that have been incorporated with the American Society of Civil Engineers (ASCE) Online ASCE 7 Hazard Tool indicate that there is a 2 percent probability that a bedrock peak ground acceleration of 0.56 g will be exceeded in any 50-year interval (ASCE 2024). Only localized amplification of ground motion would be expected during an earthquake.

Landslides

The CGS has not identified any landslide activities in the immediate vicinity of the Project area. In addition, the Project area is relatively flat; as such, landslide risk within Project area is negligible (CGS 2025c).

Floodplains

The Federal Emergency Management Agency (FEMA) flood map covering the Project area shows the Project area outside the 100-year floodplain, per FEMA panel 06017C0632E (FEMA 2008). The topography of the Project area is relatively flat and is unlikely to be subject to flood events.

Soils

The soils at the survey area have been mapped by the Department of Agriculture, Natural Resources Conservation Service (NRCS), and were downloaded from the Web Soil Survey. NRCS identified 1 soil type within the Project area, Meeks gravelly loamy coarse sand, 0 to 5 percent slopes. This is a soil component that occurs on summits, shoulders, backslopes of the larger topographic setting. The parent material consists of outwash and/or till derived from granodiorite. This soil type is a non-hydric, somewhat excessively drained soil with groundwater encountered no higher than 7 feet below ground surface (NRCS 2025). These characteristics indicate a coarse-textured, freely draining soil with low clay content, consistent with the findings of the preliminary geotechnical investigation. Soils with a low clay content do not exhibit shrink-swell behavior.

Paleontological Resources

The Society of Vertebrate Paleontology (SVP) has established guidelines for the identification, assessment, and mitigation of adverse impacts on non-renewable paleontological resources. Most practicing paleontologists in the United States adhere closely to the SVP's assessment, mitigation, and monitoring requirements as outlined in these guidelines, which were approved through a consensus of professional paleontologists and reflect the currently accepted standard practices. Many federal, state, county, and city agencies have either formally or informally adopted the SVP's standard guidelines for the mitigation of adverse construction-related impacts on paleontological resources. The SVP has helped define the value of paleontological resources and, in particular, indicates the following:

- Vertebrate fossils and fossiliferous (fossil-containing) deposits are considered significant non-renewable paleontological resources and are afforded protection by federal, state, and local environmental laws and guidelines.
- A paleontological resource is considered to be older than recorded history, or 5,000 years before present, and is not to be confused with an archaeological resource.
- Invertebrate fossils are not significant paleontological resources unless they are present within an assemblage of vertebrate fossils or they provide undiscovered information on the origin and character of a plant species, past climatic conditions, or the age of the rock unit itself.
- A Project paleontologist, special interest group, lead agency, or local government can designate certain plant or invertebrate fossils as significant.

In accordance with these principles, the SVP outlined criteria for screening the paleontological potential of rock units and established assessment and mitigation procedures tailored to such potential (SVP 2010). There is no evidence identifying any sensitivity for paleontological resources in the Project area or region. Surfaces in the Lake Tahoe Basin were created by geologic uplift and have deep granitic bedrock and shallow surface soils. Because the region is not underlain with sedimentary rock formations

(which are most likely to contain fossils), it is not likely to contain major or unique paleontological resources.

5.7.2 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Directly or indirectly cause potential substantial adverse effects, including 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?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

5.7.3 Answers to CEQA Checklist Questions

a) Would the project directly or indirectly cause potential substantial adverse effects, including 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.

Less Than Significant Impact

As described in the "Environmental Setting," there are no known ground rupture locations within or in the general vicinity of the Project area. The Project is not located within an Alquist-Priolo earthquake fault zone as designated by the CGS (CGS 2025a). The closest Alquist-Priolo fault zones are

approximately 1.1 miles west of the Project area. The absence of ground faults passing through or in the immediate vicinity of the Project area suggests the potential for ground rupture within the Project area is negligible. Further, the Project would be designed to meet all local and state building ordinances, including the 2022 California Building Code; therefore, the Project would not directly or indirectly cause a significant risk of loss, injury or death related to rupture of a known earthquake fault. Impacts would be less than significant, and no mitigation is required.

ii. Strong seismic ground shaking?

Less Than Significant Impact

The Lake Tahoe Basin lies within an area with a high potential for earthquake shaking (Corestone Engineering 2025). It is generally accepted that a maximum credible earthquake in this area would be in the range of magnitude 7 to 7.5 along the Genoa fault system of the eastern Sierra Nevada. The Project area is located approximately 9.7 miles from this fault system (CGS 2025a). As noted above, the Project would be designed to meet all local and state building ordinances, including the 2022 California Building Code. These standards have been developed to ensure that structures do not fail during maximum seismic events. Therefore, due to the Project's distance from active faults and adherence to local and state building requirements related to seismicity, the Project would not pose a substantive risk of loss, injury or death related to strong seismic ground shaking. The impact would be less than significant, and no mitigation is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact

The potential for liquefaction because of seismic events is high in areas of saturated unconsolidated and fine-grained alluvium, which are sediments deposited by flowing waters. Such sediments may be found at the mouth of creeks or in alluvial fans of deltas or estuaries. Aquatic features which could cause conditions conducive to the occurrence of such soils are not found within the Project area. In addition, based on the subsurface materials characteristics and subsurface conditions as detailed in the preliminary geotechnical investigation, the potential for soil liquefaction at the Project area is negligible (Corestone Engineering 2025). Considering the negligible risk of seismic ground failure and liquefaction due to the absence of hazardous seismic features within the Project area, the Project would pose a less than significant risk of loss, injury or death related to such events. No mitigation is required.

iv. Landslides?

No Impact

As discussed above, the California Geologic Survey has not identified any landslide activities in the immediate vicinity of the Project area, and the Project area is relatively flat (CGS 2025c). Therefore, the Project would not pose a risk of loss, injury, or death related to landslides. No impact would occur, and no mitigation is required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact

Construction of the Project involves soil disturbance and vegetation removal from clearing and grubbing activities, grading for cut-and-fill slopes necessary to achieve final grade, and construction of paved queuing and decontamination areas, worker residences and other associated structures. The potential for erosion is greatest during the construction period and prior to establishment of landscape/revegetation plantings. When disturbed sites are not adequately stabilized and revegetated, wind can dislodge soil particles and make them airborne. When runoff bypasses natural processes, this water is not infiltrated and filtered by soils to provide contribution to local groundwater supplies. Construction activities could cause temporary, short-term increases in runoff, soil erosion, wind erosion and sedimentation within and down gradient of the Project area.

As part of the construction controls that would be implemented as part of the Project, BMPs would be installed and maintained across the Project area to prevent short-term erosion from construction impacts. In addition, and because the Project would disturb more than 1 acre of soil, a SWPPP would be prepared and implemented for the Project in accordance with NPDES requirements. The SWPPP and temporary BMPs would include measures for erosion/sediment control, stabilization and protection of stored materials, defined work zones, staging, and access areas to limit disturbance, slowing runoff velocity and intercept sediment during storm events, and stabilizing slopes during Project construction and initial vegetation establishment periods. Upon completion of construction, the Project would retain runoff from precipitation and decontamination activities within the Project area and store it in a central stormwater retention basin which would allow water to percolate back into groundwater supplies. Due to the implementation of construction controls and on-site stormwater management, the Project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact

All Project-related structures would be engineered pursuant to California Building Code standards to avoid risks to persons using or residing in the facility during errant environmental conditions, such as extreme precipitation or seismic events. As noted above, and due in part to the flat topography and soil type present within the Project area, the risk of landslide, flooding, and liquefaction are negligible (refer to Section 5.7.3(a)(i) and (iii) above). Therefore, the Project would not result in landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant, and no mitigation is required.

d) Would the project 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?

Less Than Significant Impact

Expansive soils are soils that swell when wet and shrink when dry, causing ground movement that can damage building foundations, pavements, and underground infrastructure. Expansive soils typically exhibit:

- High clay content
- High plasticity
- High shrink-swell potential
- Significant volume change with moisture fluctuations

Expansive soils exert pressure on foundations when they expand and can cause settlement or cracking when they shrink. Because expansive soils can move several inches vertically, they pose a structural risk if not properly mitigated.

Expansive soils are typically associated with fine-grained, high-plasticity clays that undergo significant volumetric changes in response to fluctuations in soil moisture. NRCS measures soil expansion using a metric called linear extensibility. This measurement refers to the change in length of an unconfined sample of soil as moisture content is decreased from a moist to a dry state. The volume change is reported as percent change for the whole soil. The amount and type of clay minerals in the soil influence volume change. Soils with high clay content typically exhibit shrink and swell behavior and have high linear extensibility (NRCS 2025). No data on linear extensibility of soil at the site is available through the Web Soil Survey, however, soil samples taken during the geotechnical survey indicated the soil present in the Project area contained low clay content, consisting of up to 90% sand and subangular gravel. Fine particles detected during the geotechnical survey mostly consisted of non-plastic fines, consistent with soils that do not exhibit shrink-swell behavior.

The soil present at the Project site is a granular, sandy soil that lacks characteristics necessary for expansive behavior. Because the Project site does not contain expansive soils, the Project would not expose people or structures to significant effects related to soil expansion or contraction. Therefore, impacts related to expansive soils would be less than significant. No mitigation is required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact

The Porter-Cologne Water Quality Act requires all sewage and wastewater to be disposed of outside the Lake Tahoe Basin. As a result, the use of septic tanks or alternative wastewater disposal are prohibited in the Lake Tahoe region. The Project would convey all sewage to existing South Tahoe Public Utility District (STPUD) infrastructure, which conveys sewage outside the Lake Tahoe Basin. As a result, no impacts related to the use of septic tanks or alternative wastewater disposal systems would occur. No mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact

As noted above, there is no evidence identifying any sensitivity for paleontological resources in the Project area or region. Surfaces in the Lake Tahoe Basin were created by geologic uplift and have deep

granitic bedrock and shallow surface soils. Because the region is not underlain with sedimentary rock formations (which are most likely to contain fossils), it is not likely to contain major or unique paleontological resources. Further, the Project site is flat and does not contain unique geologic features. No impact would occur, and no mitigation is required.

5.7.4 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
1a) Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	No	The Project would be designed to comply with TRPA coverage requirements.
1b) A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	No	While the Project would involve grading, the Project area is relatively flat. The Project would not alter topography or ground surface relief features to be inconsistent with the natural surrounding conditions.
1c) Unstable soil conditions during or after completion of the proposal?	No	Project implementation would include implementing a SWPPP and BMPs during construction. Areas of exposed soils would be revegetated upon completion of construction, and as such, no significant amounts of bare or unstable soil would be present at Project completion.
1d) Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	Yes	Grading may require excavation in excess of 5 feet in depth. As noted above, groundwater was not encountered at the site during borings up to 21.5 feet bgs (Cornerstone Engineering 2025), and as such, groundwater is not anticipated to be encountered during construction. However, consistent with TRPA Code provisions (see Section 33.3.6.B of TRPA Code), a soils/hydrology report would be prepared, demonstrating that excavation would not intercept or interfere with groundwater. This report would be submitted to TRPA for review and approval before TRPA permit acknowledgement.

1e) The continuation of or increase in wind or water erosion of soils, either on or off the site?	No	The Project area has no aquatic features, nor does it display any significant wind or water-based erosion issues. The Project would include implementation of a SWPPP and BMPs as construction controls in order to manage erosion during construction. At Project completion, the Project area would internally manage all stormwater generated on-site and would include additional landscaping and trees to minimize the potential for wind-based erosion.
1f) Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	No	There are no aquatic features within, or immediately adjacent to the Project area, including shoreline. As discussed above the Project would include implementation of a SWPPP and BMPs as construction controls in order to manage erosion and siltation during construction, and the Project would internally manage all stormwater generated on-site.
1g) Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	No	As discussed above in Section 5.7.3(a), (c) and (d), the Project would not expose people or property to geologic hazards. The Project area is not located within any areas identified as having geologic hazards and the Project would be designed and constructed accordance with applicable building requirements. The Project area is not within the immediate vicinity of a known fault, or large aquatic feature which could cause tsunami or seiche events.

5.7.5 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on Geology and Soils, with a focus on physiography and topography. Per USFWS guidance, this analysis would normally be categorized as a "Natural Resource" and evaluated as "Geology and Soils." The analysis relies on and incorporates by reference the Environmental Setting in Section 5.7.1, the CEQA geology and soils impact analysis in Sections 5.7.3.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and no ground disturbance, grading, or construction activities would occur. Existing physiographic and topographic conditions within the Project area would remain consistent with those described in Section 5.7.1.

Because no construction would occur, the No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects to geology or soils, including physiography or topography.

Environmental Effects of the Proposed Action Alternative

Physiography

As discussed in the Environmental Setting, the Project area lies in a relatively flat location. The Proposed Action would not alter regional landforms with unique geologic features (5.7.3(f)), no direct effects to regional physiography would occur. Indirect effects, such as localized soil disturbance during construction, would be temporary and confined to the Project area. Inclusion of standard construction controls within Project design, as outlined in Section 3.8, would reduce airborne dust, soil erosion and sediment being dispersed from the Project area.

The Proposed Action would not be located on or within the immediate vicinity of a known earthquake fault and would be constructed in compliance with applicable building and geotechnical requirements (5.7.3(a)). The Proposed Action would not alter physiographic processes beyond the Project area and would not pose a significant hazard to the human environment through risks associated with earthquakes.

The Proposed Action would contribute only a minor and localized modification within an already developed disturbed portion of the Lake Tahoe Basin and would not measurably affect regional physiographic conditions.

Topography

The Project area as relatively flat, with no steep slopes or landforms susceptible to landslides or mass wasting. Grading associated with the Proposed Action would be limited in extent. Because grading would be minor and engineered to meet applicable standards, the Proposed Action would not result in substantial changes to topography or ground surface relief features. Direct effects would be limited to short-term alteration of surface contours during construction, followed by construction, paving and revegetation. Indirect effects, including erosion would be avoided through implementation of BMPs identified in Section 3.8. Topographic change as a result of the Proposed Action would be minor, localized to the Project area and at a scale that would have no effect on surrounding landforms or alter natural terrain patterns.

Determination

The Proposed Action Alternative would result in localized and minor effects to geology and soils within the Project area. Regional physiography would remain unchanged, and topographic modifications would be limited, temporary, and consistent with existing disturbed conditions.

Based on the relatively flat topography, the absence of geologic hazards within the Project area, the limited scale of grading, and compliance with applicable engineering and construction standards, the Proposed Action would not result in adverse effects to geology and soils.

5.8 Greenhouse Gas Emissions

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. These include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation, which is then absorbed by GHGs. As a result, radiation that otherwise would have escaped back into space is trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Measured increases in ambient GHG emission levels are believed to be a result of increased human activities and at least partly responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (Intergovernmental Panel on Climate Change 2014). GHGs differ by the amount of heat each traps in the atmosphere, known as global warming potential. Carbon dioxide is the most significant greenhouse gas, so amounts of other gases are expressed relative to carbon dioxide, using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of carbon dioxide is assigned a value of 1, and the warming potential of other gases is assessed as multiples of carbon dioxide. Generally, estimates of all GHGs are summed to obtain total emissions for a project or a given time period, usually expressed in metric tons CO_2e ($MTCO_2e$).

GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. The quantity of GHGs that ultimately results in climate change is not precisely known, but no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently reasonably foreseeable.

5.8.1 Environmental Setting

The Project area is in the unincorporated Meyers community in El Dorado County. The primary sources of GHG within Meyers are natural gas used for heating, fossil fuel consumption from the transportation sector, and grid electricity. Other sources of GHG emissions include solid waste and water and wastewater treatment and delivery.

5.8.2 Regulatory Setting

State

The State of California has taken several legislative steps including Assembly Bills (AB) and Executive Orders to reduce increases in GHG emissions. CARB is the lead agency in the development of reduction strategies for GHGs in California (CARB 2021). These include AB 32 (the California Global Warming Solutions Act of 2006), which established GHG emission reduction targets for 2020; Executive Order B-30-15 and Executive Order S-3-05, which established GHG emission reduction targets for 2030 and 2050;

and Senate Bill (SB) 32 and AB 197, which extended California's GHG reduction programs beyond 2020. California's GHG reduction requirements aim to reduce VMT, thereby improving air quality by reducing GHG emissions from automobiles.

Regional

Tahoe Regional Planning Agency Regional Transportation Plan

GHG planning guidance for the Lake Tahoe Basin is outlined in the 2025 Regional Transportation Plan, which anticipates reducing GHG emissions by focusing on aligning with state GHG goals. Strategies in the 2025 Regional Transportation Plan include technology improvements and non-vehicle mobility improvements (TRPA 2025a).

El Dorado County Air Quality Management District

Currently, El Dorado County has not adopted any quantitative federal or state guidelines for GHG emission impacts. However, the El Dorado County AQMD was part of a committee of air districts in the Sacramento region involved in the development of GHG thresholds for the Sacramento Area Council of Governments region. The goal of the thresholds is to capture at least 90 percent of GHG emissions from new stationary sources and land development projects. The nearby Placer County Air Pollution Control District (PCAPCD), which also participated in the aforementioned committee and is responsible for air quality along Lake Tahoe's northern and western shores, has developed thresholds of significance for analyzing climate change impacts in consideration of this strategy. PCAPCD has adopted 10,000 and 1,100 metric tons of carbon dioxide equivalent (MTCO2e) bright-line thresholds of significance for analyzing construction and operational emissions, respectively. In lieu of adopted thresholds of significance governed by El Dorado County AQMD and TRPA, and because of PCAPCD's shared responsibility with El Dorado County AQMD for air quality within the Lake Tahoe Basin, these thresholds of significance were considered appropriate and applied to the Project.

5.8.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

5.8.4 Answers to CEQA Checklist Questions

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact

The Project would result in GHG emissions due to its construction and operational activities. As noted above, El Dorado County AQMD recommends using PCAPCD's thresholds of significance for evaluating

the construction- and operations-related GHG emissions. These thresholds are consistent with the GHG goals established by SB 32.

Construction

Temporary construction-related activities associated with the Project would include demolition, site preparation, grading, building construction, paving, and architectural coatings. The GHG emissions from construction activities were calculated by using CalEEMod Version 2020.4.0 with design information provided by the County and CalEEMod defaults where the information was not available. The construction worker trip numbers and lengths were estimated based on CalEEMod default values. Table 4 summarizes the estimated construction-related annual GHG emissions over the 24-month construction period. Refer to Appendix A for detailed modeling assumptions and results.

Table 4. Projected GHG Emissions During Construction – Metric Tons per Year Without Mitigation

Year	GHG Emissions (MTCO2e/year)
Maximum Emissions	116
PCAPCD Thresholds	10,000
Exceed PCAPCD Thresholds?	No

Notes: See Appendix A for details on model inputs, assumptions, and Project-specific modeling parameters; construction controls provided in Section 2.5 are reflected in modeling outputs as mitigations but are incorporated into the Project; GHG = greenhouse gas; PCAPCD = Placer County Air Pollution Control District.

As shown in Table 4, maximum annual GHG emissions would reach 116 MTCO2e/year, which would be well below the applicable emissions thresholds of 10,000 MTCO2e/year.

The Project would also result in GHG emissions from operational activities associated with the new on-site development. Operations would result in area-source emissions from the operation of landscape maintenance equipment; water-source emissions from water use and the conveyance and treatment of wastewater; and waste-source emissions from the transport and disposal of solid waste. As stated in Section 5.17 (Transportation), the Project is anticipated to reduce VMT associated with WIS operations as it would replace an existing facility and provide employee housing on-site that would reduce daily vehicle trips to and from the Project area (LSC Transportation Consultants 2025). However, in the interest of providing a reasonably conservative analysis, potential GHG reductions associated with the net reduction in VMT is not provided. Table 5 provides a summary of operational emissions estimated for the Project. Refer to Appendix A for a detailed description of all calculations, model runs, and assumptions used to support the modeling. As shown in Table 5, annual GHG emissions would reach 25 MTCO2e/year, which would be below the applicable emissions threshold of 1,100 MTCO2e/year. Since operation and construction of the Project would result in annual GHG emissions below the applicable thresholds, the impact would be less than significant. No mitigation is required.

Table 5. Projected GHG Emissions During Operation – Metric Tons per Year Without Mitigation

Sector	GHG Emissions (MTCO2e/year)
Mobile	0
Area	9
Energy	14
Waste	1
Water	<1
Total Annual Emissions	25
PCAPCD Thresholds	1,100
Exceed PCAPCD Thresholds?	No

Notes: See Appendix A for details on model inputs, assumptions, and Project-specific modeling parameters; construction controls provided in Section 2.5 are reflected in modeling outputs as mitigations but are incorporated into the Project; GHG = greenhouse gas; PCAPCD = Placer County Air Pollution Control District.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact

As described above, the construction and operational GHG emissions of the Project would not exceed thresholds of significance recommended by El Dorado County AQMD. Because PCAPCD's operational threshold of significance is based on the State's SB 32 2030 goal, the Project, by virtue of not exceeding that threshold, would not interfere with State's GHG reduction goals. Further, the buildings proposed for development as part of the Project would be designed to current building codes and would be more energy efficient (i.e., fewer GHG emissions) than similar buildings near the Project area. As a result, the Project would be consistent with state and regional goals to reduce GHG emissions. Impacts would be less than significant, and no mitigation is required.

5.9 Hazards and Hazardous Materials

5.9.1 Environmental Setting

The Project area consists of currently vacant land that has been disturbed by informally user-created trails and areas where vehicles have pulled off for temporary parking. In addition, the Project area includes portions of a Class 1 bike and pedestrian trial and a disturbed, unpaved overhead powerline easement maintained by Liberty Utilities.

A search of hazardous sites within the vicinity and within the Project area was conducted on the State Water Resources Control Board (SWRCB) GeoTracker website (SWRCB 2025) and the Department of Toxic Substances Control (DTSC) EnviroStor website (DTSC 2025). The SWRCB GeoTracker website revealed no hazardous sites adjacent to or within the Project area. The nearest site GeoTracker documented is a closed Meyers Beacon leaking underground storage tank (LUST) site located approximately 500 feet north of the Project area. The Meyers Beacon site was opened in 2019 for the potential of diesel, gasoline, MTBE/TBA/other fuel oxygenates, and total petroleum hydrocarbons in the soil. Remediation efforts were conducted and the site was closed in August 2020 and issued a Closure/No Further Action Letter. The Closure letter states that the LUST did not affect groundwater, and the site poses a low threat to human health, life, safety, and environment (SWRCB 2025). No hazardous sites were identified adjacent to or within the Project area on the EnviroStor website (DTSC 2025).

Schools

There are no schools located within 0.25 mile of the Project area. The closest school to the Project area is Tahoe Prep Academy, approximately 0.5 mile southwest of the Project area. Additionally, Meyers Elementary School is located approximately 0.6 mile north of the Project area.

Airports

There are no airports located adjacent to or within the Project area. The closest airport is Lake Tahoe Airport, approximately 2.5 miles northeast of the Project area.

Wildland Fire Hazards

The Tahoe region is at a high risk of wildfire spread because of the climate, steep topography, and high level of available fuel. Fire Hazard Severity Zones (FHSZs) are mapped by CAL FIRE for the entire state. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. The Project area is located within a Very High FHSZs within the State Responsibility Area (SRA) (CAL FIRE 2025).

5.9.2 Regulatory Setting

Federal

Environmental Protection Agency

Federal laws require planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and if such materials are accidentally released, to prevent or mitigate injury to health or the environment. The U.S. EPA is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in CFR Titles 29, 40, and 49. Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. In California, both federal and state community right-to-know laws are coordinated through the California Governor's Office of Emergency Services. The federal law, Superfund Amendment and Reauthorization Act Title III or Emergency Planning and Community Right-to-Know Act, described above, encourages, and supports emergency planning efforts at the state and local levels and to provide local governments and the public with information about potential chemical hazards in their communities. Because of the community right-to-know laws, information is collected from facilities that handle (e.g., produce, use, store) hazardous materials above certain quantities.

Occupational Safety and Health Administration

The federal Occupational Safety and Health Administration (federal OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials.

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR. Cal/OSHA conducts on-site evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.

U.S. Department of Transportation

The U.S. Department of Transportation regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 U.S. Code (USC) 5101 et seq. is the basic statute regulating transport of hazardous materials in the United States.

The State of California has adopted U.S. Department of Transportation (USDOT) regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in the CCR. State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and Caltrans. Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

Local

El Dorado County General Plan Safety Element

In 2019, El Dorado County amended its General Plan Safety Element to include additional considerations related to wildland fire hazards. As part of this update, several new policies were introduced that included requirements related to defensible space and reducing wildfire risk for new development. For example, Policy 6.2.1.3 requires all residential development (existing and new) to adhere to fire-resistant landscaping and defensible space requirements that meet or exceed the requirements of Title 14 of the CCR. Adherence/compliance with these provisions is to be determined by local fire protection districts, which (in the case of the Project area) is the Lake Valley Fire Protection District.

El Dorado County Multi-Jurisdictional Hazard Mitigation Plan

The El Dorado County Multi-Jurisdictional Hazard Mitigation Plan covers the Project area. The plan was implemented with the goal of minimizing the risk and vulnerability of El Dorado County to the impacts of natural hazards, improving public awareness of hazards, and increasing communities hazard preparedness and resiliency (El Dorado County 2024a).

5.9.3 CEQA Checklist Questions

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
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?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
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?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

5.9.4 Answers to CEQA Checklist Questions

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact

During construction, limited quantities of hazardous materials such as fuels, lubricants, solvents, and other construction-related chemicals would be used and stored on-site for equipment maintenance and operation. The use, storage, and management of construction-related fuels and other construction-related chemicals and construction materials would be managed in accordance with applicable regulations, including but not limited to the U.S. EPA, the U.S. Department of Transportation, the DTSC, OSHA, and NPDES. For example, and as part of the Project's compliance with NPDES requirements, a SWPPP would be prepared for the Project (refer to Section 3.8.4 above) and would require that equipment fueling and maintenance, if performed at the job site, must be performed in a designated area utilizing secondary containment with a spill kit nearby.

During operation, the Project's use of hazardous materials would be limited to fuels and other maintenance-related chemicals to run machinery. Operational use of hazardous materials would otherwise be limited to small quantities of cleaning agents, landscaping chemicals, and maintenance supplies. Hazardous materials would be transported, stored, and used in accordance with federal, state, and local regulations (e.g., CAA, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act and the Toxic Substances Control Act). At the local level, fire departments screen inventories of substances and inspect sites, county health department are responsible for reviewing hazardous materials plans and the Air Quality Control Districts evaluate projects for possible toxic emissions and issue permits as necessary.

The use, storage, and management of fuels and other vehicle-related chemicals as well as construction materials would be managed according to the on-site SWPPP, as outlined in the construction controls (refer to Section 3.8.4 above). No disposal of hazardous materials is anticipated as part of this Project. Implementation of the required SWPPP would ensure impacts during construction would be less than significant. No mitigation is required.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact

While the Meyers Beacon LUST site is located adjacent to the Project area, the LUST did not affect groundwater and, after remediation, the site poses a low threat to human health, life, safety, and environment (SWRCB 2025). Therefore, soil disturbance in the Project area would not create a significant hazard due to potential migration of pollutants from the LUST site. There are no hazardous material sites identified by EnviroStor in the vicinity of the Project that could be disturbed by construction or operation of the Project (DTSC 2025). As described above in 5.9.3(a), the required on-site SWPPP would manage use of fuels and chemicals and would outline requirements for spill procedures. Furthermore, hazardous materials will be transported, stored, and used in accordance with

federal, state, and local regulations. As a result, the potential for upset and accident is less than significant. No mitigation is required.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact

No schools are located within one-quarter mile of the Project area. The closest school is Tahoe Prep Academy, located approximately 0.6 miles from the Project area. Construction and operation of the Project would not involve emissions or handling of hazardous materials beyond typical quantities of fuels, paints, and other building materials used during construction. The Project would not include any new storage or emission of hazardous materials, substances, or waste. Therefore, there would be no impact related to hazardous emissions or handling of hazardous materials within 0.25 miles of a school. Impacts would be less than significant, and no mitigation is required.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact

There are no hazardous material sites as recorded in EnviroStor pursuant to Government Code Section 65962.5 (“Cortese List”) on or immediately adjacent to the Project area. There are no “Cortese List” sites located in El Dorado County. Because the Project would not be located on a “Cortese List” site, the Project would not pose a significant hazard to the public or environment, and the impact would be less than significant. No mitigation is required.

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?

No Impact

The nearest airport, Lake Tahoe Airport, is approximately 2.5 miles northeast of the Project area. The Lake Tahoe Airport, Airport Land Use Compatibility Plan for the Lake Tahoe Airport shows the Project area lies outside of the excessive noise zone of the Airport (Lake Tahoe Airport Land Use Commission 2019). While the Project is mapped within the outer Airport Influence Area, it is not mapped within any 14 CFR Part 77 Airport Safety Zones or Airspace Surfaces and is located at the outer boundary of the overflight notification area.

Employees and visitors would not be affected by excessive noise or safety risks from the airport, as the Project would be located outside of airport safety areas. The proposed development would consist of low-lying structures, similar to the existing WIS and other residential development in the area and would not reach or exceed the height of the tallest existing features in the area. The Project would also not exceed Federal Aviation Administration hazard or obstruction heights and would be designed to limit glare to the greatest extent possible pursuant to TRPA Code of Ordinances visual standards; therefore, the Project would not require notification of the Federal Aviation Administration. The Project would not

expose residents/employees or visitors to excessive noise or hazard from airport and aircraft operation; therefore, there would be no impact. No mitigation is required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact

The Project would involve the construction of a WIS and employee housing, to replace the existing temporary facility located at 2175 Keetak Street. Emergency response and evacuation would be maintained throughout construction with the implementation of a Traffic Control Plan and operation of the Project. The Project would not interfere with the adopted El Dorado County Multi-Jurisdiction Hazard Mitigation Plan or other local emergency or evacuation plans. The Project would not alter any existing roads, construct new roads, or otherwise modify infrastructure required for use during an evacuation. The Project, by relocating watercraft inspection activities to a location with adequate queuing lanes, would reduce or possibly eliminate queuing within public roadways. The Project would provide a larger queuing space within the inspection station itself, preventing cars from creating queues that back up local streets. Therefore, the Project is anticipated to improve emergency access and potential evacuation efficiency in the immediate area. Impacts would be less than significant, and no mitigation is required.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact

The risk of wildfire through the Project area is considered high due to both the extent of the forested area surrounding the Project area, and the presence of low-density development, which has a higher risk for wildfire than other types of development (California Office of the Attorney General 2022). The Project area is also located within a Very High FHSZ of an SRA (CAL FIRE 2024). Very High FHSZs are areas where fire risk is high due to the Project's location within the wildland urban interface (WUI). The WUI is an area where structures and infrastructure mix with areas of flammable wildland vegetation (El Dorado County 2023). For further discussion on CAL FIRE designations, please refer to Section 5.20 "Wildfire."

Construction of new structures would also be required to implement other applicable requirements of the Uniform Fire Code and Uniform Building Code, including ignition-resistant construction, automatic interior fire sprinklers, on-site fire hydrant minimum flows, and adequate emergency and fire apparatus access. As the Project involves relocation of the existing watercraft inspection station, the risk associated with relocated watercraft inspection activities is anticipated to be like existing conditions, albeit less due to the reduced queuing of vehicles in the area and improved emergency access.

Additionally, the proposed on-site employee housing that would be constructed as part of the Project would be subject to design and defensible space requirements that are intended to protect development from loss due to wildfire, as noted above under Section 5.9.2. In addition, Section 13.5.3.F.4.a of TRPA Code of Ordinances, which requires use of native vegetation whenever possible, consistent with fire defensible space requirements. The proposed residences would not include designated outdoor cooking/grilling facilities that could pose a wildfire ignition threat.

While the Project would result in the development of the Project area, it would primarily involve relocation of an existing facility to the Project area. The additional on-site structures would adhere to existing defensible space and applicable building code requirements such that the additional wildfire risk would be minimized. The Project would also not involve an expansion of use or additional visitors associated with watercraft inspection activities, and as such, the number of visitors exposed to wildfire risk in the area would not substantially increase over existing conditions. Through adherence to existing plans, regulations, and other requirements, impacts would be less than significant, and no mitigation is required.

5.9.5 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
10a) Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	No	Hazardous materials would only be used during construction and use is expected to be minimal. The required on-site SWPPP would manage use of fuels and chemicals and would outline requirements for spill procedures. Furthermore, Hazardous materials will be transported, stored, and used in accordance with federal, state, and local regulations. Please refer to 5.9.4(a) and (b) for further discussion.
10b) Involve possible interference with an emergency evacuation plan?	No	Please refer to 5.9.4(f). The Project would not interfere with an emergency evacuation plan.
17a) Result in creation of any health hazard or potential health hazard (excluding mental health)?	No	The Project is not anticipated to create human health hazards, including either through significant contributions to air quality/GHGs, impact on sensitive receptors, release of hazardous materials during construction, or other impacts to the environment which may impact human health.
17b) Result in exposure of people to potential health hazards?	No	There are no hazardous waste sites near the Project area, unique geologic hazards, airport noise hazards, or air emission hot spots that would impact the Project area. The Project would not expose people to potential health hazards.

5.9.6 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on public health and safety, injury and illness, worksite safety, and hazardous materials. Per USFWS guidance, this analysis would normally be categorized as "Socioeconomics" and evaluated as "Public Health and Safety." The analysis relies on and incorporates by reference the Environmental Setting in Section 5.9.1, the Regulatory Setting in Section 5.9.2, and the CEQA hazards and hazardous materials impact analysis in Section 5.9.4. The Proposed Action would comply with applicable federal, state, and local regulations and implementation standard construction controls as outlined in Section 3.8. NEPA Emergency Access analysis is addressed in Section 5.17.5.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and no construction or operational activities associated with the Proposed Action would occur. Existing conditions within the Project area would remain consistent with the Environmental Setting described in Section 5.9.1. Because no new activities would be introduced, the No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects related to public health and safety, injury and illness, worksite safety, or hazardous materials.

Environmental Effects of the Proposed Action Alternative

Public Health and Safety

As described in Section 5.9.4(a), limited quantities of fuels, lubricants, and other construction-related materials would be used during construction, and small quantities of maintenance-related materials would be used during operation. These materials would be handled, stored, and transported in accordance with applicable federal, state, and local regulations.

Because hazardous materials use would be limited in quantity and managed through required plans and procedures, including preparation and implementation of a SWPPP during construction, direct and indirect effects to public health and safety would be limited and minor. The Proposed Action would not impair emergency response or evacuation plans and is anticipated to improve emergency access by reducing vehicle queuing on public roadways (5.9.4(f)). As construction impacts would be temporary, and the Proposed Action would replace an existing facility in the immediate vicinity, and as such, operation of the Proposed Action would not result in a significant permanent change related to hazardous materials. Employee housing would represent new residents, although the growth is well within planned limits (5.11.4(b)) and all habitable structures would be constructed in compliance with state and local regulatory requirements. Therefore, increased population within the Project area would not result in significant direct or indirect effects, and would not result in reasonably foreseeable effects to public health and safety.

Injury and Illness

Potential risks of injury or illness associated with the Proposed Action are primarily related to construction activities and routine operation of facilities. As described in the CEQA analysis, construction and operational activities would be conducted in compliance with applicable OSHA and Cal/OSHA requirements (Section 5.9.4(a)). Because worker safety standards and construction controls as outlined in Section 3.8 would be implemented, no unusual or high-risk hazardous materials would be introduced,

the risk of injury or illness would be limited and minor. No reasonably foreseeable increase in injury or illness risk is anticipated.

Worksite Safety

Worksite safety during construction and operation would be governed by federal and state occupational safety regulations and site-specific procedures. Section 5.9.4(a) and (b) indicate that hazardous materials use would be minimal and managed according to approved plans. With adherence to applicable safety standards and implementation of construction controls, direct and indirect effects related to worksite safety would be limited and minor, and reasonably foreseeable effects would not be significant.

Hazardous Materials

As discussed in the Environmental Setting, the nearest documented LUST site has been closed and poses a low threat to human health and the environment. The Proposed Action would not involve disposal of hazardous materials and would not be located on a site listed pursuant to Government Code § 65962.5 (Section 5.9.4(d)). Because hazardous materials would be used in limited quantities and managed in accordance with regulatory requirements, and because no contaminated sites would be disturbed, no direct, indirect, or reasonably foreseeable hazardous materials effects would occur beyond previously discussed limited and minor construction-related risks.

Determination

The Proposed Action Alternative would result in limited and minor effects related to public health and safety, injury and illness, and worksite safety, and hazardous materials within the Project area. No hazardous materials sites would be affected, emergency response and evacuation would not be impaired, and compliance with applicable regulations would minimize risks associated with construction and operation. Therefore, the Proposed Action would not result in significant adverse effects related to hazards and hazardous materials.

5.10 Hydrology and Water Quality

5.10.1 Environmental Setting

Lake Tahoe is in a basin that is fed by 63 tributary streams that drain directly into the lake. The Truckee River at the northwest end of the Tahoe Basin is the lake's only outlet, ultimately flowing to Pyramid Lake in Nevada. A dam constructed at Tahoe City in the early 1900s regulates water flow to the Truckee River from the natural rim (6,223 feet above sea level) to the maximum legal lake level of 6,229.1 feet. The lake is 12 miles wide and 22 miles long with 72 miles of shoreline. Mean annual precipitation ranges between 30-35 inches each year in South Lake Tahoe (El Dorado County 2020), and it generally falls from October to May as snow in the higher elevations and as a mix of snow and rain in the lower elevations. Peak stream runoff is typically triggered by spring snowmelt in May and June. The snowpack at lake level melts before the peak in snowmelt and runoff from the higher elevations.

The Project area primarily lies within the Upper Truckee River Watershed, the largest tributary watershed to Lake Tahoe. Other streams flow through the County, including Echo Creek, Angora Creek, Trout Creek, Cold Creek, Saxon Creek, and several smaller ephemeral creeks. There are also many unnamed water courses within the County limits that can produce considerable discharges during storm events. Stream flows tend to be high in the spring during snowmelt, with much lower flows during the late summer and fall.

The Project area overlies the Tahoe Valley South (TVS) Groundwater Subbasin (California Department of Water Resources 2018). The TVS Groundwater Subbasin is considered a medium priority basin by the California Department of Water Resources and is managed under an Alternate Groundwater Sustainability Plan by STPUD (STPUD 2025). The Project is within the jurisdictional limits of the Lahontan RWQCB, which uses the Lahontan Basin Plan as its regulating document, and the Project area is located within the North Lahontan Basin, which includes Lake Tahoe and surrounding regions within the State of California (Lahontan RWQCB 2025). The Basin Plan outlines beneficial uses for the TVS subbasin. Beneficial uses are municipal and domestic water supply, industrial service water supply, and agricultural water supply. The 2021 STPUD Urban Groundwater Management plan also covers the Meyers community, including the Project area (STPUD 2021). As noted above, groundwater was not encountered during the geotechnical investigation of the Project area. As part of that study, borings within the Project area extended to a maximum depth of 21.5 feet bgs (Corestone Engineering 2025).

Flood Risk

FEMA implements the National Flood Insurance Program. Per Section 60.3(d)(3) of the National Flood Insurance Program regulations regarding floodplain management, the placement of fill, new construction, substantial improvements, and other development within the adopted regulatory floodway cannot result in any increase in flood levels during occurrences of the base flood discharge (100-year event). The Project area lies within Zone D, which is "undetermined," but the Project area is located east of a designated 100-year flood zone (FEMA 2024). Due to the topography of the site and the designation of lands between the 100-year flood zone and the Project area as being outside of the 100-year flood zone, it is assumed that on-site flood risks are minimal.

5.10.2 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant Impact
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 off-site; iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows?	Less Than Significant Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less Than Significant Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact

5.10.3 Answers to CEQA Checklist Questions

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact

Project implementation would result in grading and excavating the Project area, which would expose sediment and soil material. Exposed sediment could affect surface water quality if not properly controlled on-site. All projects in the Tahoe Basin are required to comply with TRPA's stormwater management and BMP program. Temporary construction BMPs that would be required through existing regulations, such as Chapter 33 and Section 60.4 of the TRPA Code, would include temporary erosion control BMPs, dust control measures, requirements to minimize soil disturbance, winterization by October 15, stockpile stabilization, spill prevention plans, tracking prevention, and permanent stabilization of any disturbed areas. All construction projects in the Tahoe Basin must be consistent with TRPA requirements (including Chapter 4.5 of the TRPA BMP Handbook; TRPA 2014), the federal antidegradation policy, and maintain designated beneficial uses of Lake Tahoe.

As stated above, the Project would be conducted in a manner consistent with applicable statewide and local plans, policies, and ordinances related to protection of water resources, including NPDES requirements, the Lahontan Basin Plan, and TRPA Code. The Project would not involve extraction of groundwater and would instead utilize water from an existing service connection to the Project area from the STPUD water distribution main which underlies Pomo Street. While STPUD utilizes groundwater to supply customers, the Project would replace and existing nearby watercraft inspection facility and no material increase in visitors and associated water use of the facility are anticipated compared to existing conditions. Decontamination efforts would not involve chemical agents, and stormwater from the decontamination area would be retained on-site and infiltrated.

The Project would create new impervious areas within the Project area and would also involve decontamination of watercraft which would generate runoff (considered hereafter as an additional source of stormwater). The Project is designed to capture and treat all stormwater on-site to reduce risk of contamination of Lake Tahoe with invasive species which are intended to be removed from watercraft at the site. The Project includes on-site stormwater conveyance infrastructure and a stormwater retention area. All stormwater would be treated and/or stored on site.

Lastly, because the Project would disturb more than 1 acre, a SWPPP would be prepared and implemented upon Project approval, consistent with NPDES requirements and to comply with Lahontan RWQCB Tahoe Construction General Permit (Order No. R6T-2016-0010). The SWPPP, consistent with the Construction General Permit, would identify and require temporary BMPs (e.g., tarping of any stockpiled materials or soil; use of silt fences, fiber rolls, dust control, tracking control, etc.) and permanent BMPs (e.g., structural containment, revegetation, stabilization) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground disturbing activities. Through compliance with existing regulations, including the Lahontan Basin Plan, TRPA Code, and NPDES requirements, impacts related to erosion potential and the transport of sediment and other pollutants would be minimized, and impacts would be less than significant. No mitigation is required.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact

As discussed in 5.10.3(a) the Project would construct a WIS to replace the existing watercraft inspection facility and provide 6 employee workforce housing units on-site. While some additional on-site water consumption would occur at the Project site because of the additional housing units, the water demand associated with these units would be minimal and would not result in a substantial increase in demand for STPUD water supplies, which do include groundwater. Further, the Project would retain stormwater on-site and store it in a stormwater retention basin which would allow for groundwater recharge. No chemicals would be used in the decontamination process. Due to the minimal additional water use from existing conditions and the positive impact of groundwater recharge from the stormwater retention basin, the Project would have a less than significant effect on groundwater resources. No mitigation is required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on or off-site?

Less Than Significant Impact

There are no rivers, streams, or other major aquatic features located on or within the immediate vicinity of the Project area. As discussed above in Section 5.10.3(a) and in Section 5.7.3(b), the Project would involve disturbance of more than 1 acre of soil and a SWPPP would be required. With implementation of TRPA BMPs and SWPPP, and the self-contained nature of the Projects proposed drainage system (i.e., stormwater flows, and runoff would be retained on site), the Project would not substantially alter existing drainage patterns nor would it result in substantial erosion or siltation. Therefore, the impact would be less than significant, and no mitigation is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact

The Project would include paving and otherwise creating additional impermeable surfaces within the Project area. However, as noted above, stormwater generated within the Project area would be contained and treated on site in accordance with applicable requirements (including NPDES) related to runoff. As such, the Project would not substantially increase surface runoff such that flooding may occur on- or off-site. Please refer to 5.10.3(d) for more information on flood risk. Impacts would be less than significant, and no mitigation is required.

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?

Less Than Significant Impact

As discussed above in 5.10.3(a), the Project would result in additional impermeable surfaces within the Project area compared to existing conditions. However, stormwater from the Project would be contained and treated on site in accordance with applicable regulations. Therefore, because the Project would not create or contribute runoff water to existing storm drain systems, the Project would not cause a significant impact due to altered drainage patterns. Impacts would be less than significant, and no mitigation is required.

iv) Impede or redirect flood flows?

Less Than Significant Impact

As noted above, the Project area is not located within a flood hazard zone. The Project area does not include any channels or streams or rivers that could be subject to flooding. Further, the Project would not alter the course of a stream or river such that the direction of flood flows would be redirected. Site

grading and improvements would be designed to maintain existing drainage patterns and convey runoff through engineered on-site stormwater facilities consistent with the TRPA Code. Because the Project would occur in an area of minimal to moderate flood hazard and would not obstruct or redirect flood flows, the Project would not modify existing flood risk in the area, and impacts would be less than significant. No mitigation is required.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less Than Significant Impact

As noted above, the Project area is not located within a flood hazard zone and would not increase risks associated with flooding as it would not result in a change of use. The Project area is also not located adjacent to Lake Tahoe or any other large body of water which could cause a tsunami or seiche event. Due to the Project area's distance from features which could cause such events, location out of the 100-year floodplain and planned sitewide stormwater collection system, the Project would not create significant risk of release of pollutants. Impacts would be less than significant, and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact

As discussed in 5.10.3(a) and in accordance with NPDES requirements, the Project would prepare and implement a SWPPP. The Project is designed to be consistent with the Lahontan RWQCB Basin Plan and TRPA Area Plan and would implement the BMPs outlined in Chapter 5 of the Basin Plan and TRPA Best Management Practices Handbook (TRPA 2014). The Project would not result in a substantial increase in water demands, and through regulatory compliance, it would not substantially affect water quality. As a result, the Project would be consistent with the goals and policies of local water resource plans. Impacts would be less than significant, and no mitigation is required.

5.10.4 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
3a) Changes in currents, or the course or direction of water movements?	No	There are no aquatic resources located in the Project area.

3b) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	No	Please refer to 5.10.3(a) and 5.10.3(c). The Project would be designed to meet TRPA and El Dorado County building standards related to conveyance of stormwater. Stormwater would be retained on-site and stored in a retention basin which would allow for groundwater infiltration. The Project would comply with TRPA Code Chapter 60.
3c) Alterations to the course or flow of 100-year flood waters?	No	Please refer to 5.10.3(d). the Project is located above adjacent flood hazard areas.
3d) Change in the amount of surface water in any water body?	No	There are no surface aquatic resources located in the Project area. In addition, refer to 5.10.3(a) for discussion of water usage and supply to the Project.
3e) Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	No	There are no surface aquatic resources located in the Project area. Stormwater would be treated on-site. Please refer to 5.10.3(a) for discussion of stormwater retention.
3f) Alteration of the direction or rate of flow of ground water?	No	As discussed in Section 5.7.3 “Geology and Soils,” and in Section 5.10.3(a), groundwater will not be withdrawn from the Project area, nor will groundwater likely be encountered during construction due to the depth of the water table. As a result, no change in direction or rate of groundwater flow is anticipated.
3g) Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	No	Please refer to 5.10.4(3f).
3h) Substantial reduction in the amount of water otherwise available for public water supplies?	No	Please refer to 5.10.4(3f).
3i) Exposure of people or property to water related hazards such as flooding and/or wave Action from 100-year storm occurrence or seiches?	No	Please refer to 5.10.3(a) and 5.10.3(d). The Project is not located within the 100-year floodplain, or within the proximity of a large body of water which could cause seiches that would affect the Project area.

3j) The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	No	Please refer to 5.10.4(3f) and 5.10.3(b).
3k) Is the Project located within 600 feet of a drinking water source?	No	Section 60.3.3.C.1 of the TRPA Code identifies a Source Water Protection Zone that includes a 600-foot radius around wells, lake intakes, and springs assessed by TRPA. As mapped on the California Department of Water Resources there are no drinking water sources within 600 feet of the Project area (Department of Water Resources n.d.).

5.10.5 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on water resources, including water quality and hydrology. Per USFWS guidance, this analysis would normally be categorized as a "Natural Resource" and evaluated as "Water Resources." The analysis relies on and incorporates by reference the Environmental Setting in Section 5.10.1, the CEQA water quality impact analysis (Sections 5.10.3). Wetlands are addressed in Section 5.4.6 (Biological Resources, NEPA Analysis of Effects).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and the watercraft inspection station and associated improvements would not be constructed. As a result, no Project-related grading, excavation, creation of new impervious area, or construction activity would occur, and no Project-related stormwater retention/treatment facilities would be installed.

The existing environment within the Project area would remain consistent with the Environmental Setting described in Section 5.10.1. therefore, the No Action Alternative would result in no direct, Indirect and reasonably foreseeable effects to on-site hydrology or water quality conditions.
Environmental Effects of the Proposed Action Alternative

Water Resources and Hydrology

The Proposed Action would involve grading and excavation and would create additional impervious surfaces within the Project area (Section 5.10.3a) and 5.7.3(b)). These ground disturbing activities could directly affect site-scale hydrology by temporarily increasing the potential for localized erosion and sediment transport during construction, particularly during storm events. The Proposed Action is designed to retain stormwater on-site through stormwater conveyance infrastructure and a stormwater retention basin (Section 5.10.3(a)), which would function as the primary hydrologic control to contain runoff generated within the Project footprint. The implementation of a SWPPP and standard BMPs as outlined in Section 3.8.4, as discussed in Section 5.10.3(a), would ensure that direct effects related to grading and construction would remain minor.

Indirect hydrologic effects could occur if site grading or impervious surface changes altered runoff timing or infiltration patterns beyond the Project footprint. The Proposed Action is designed to capture and treat all stormwater on-site, which limits the potential for off-site hydrologic change (Sections

5.10.3(a) and 5.10.3(c)). The stormwater retention basin is also expected to promote infiltration and groundwater recharge (Section 5.10.3(b)), which would offset a portion of the impervious surface effect at the site scale. Indirect effects associated with grading and construction for the Proposed Action would be minor.

Construction-related hydrologic effects (e.g., erosion potential) would be short-term and would occur during grading and active construction and would be minimized with implementation of a SWPPP. Long-term hydrologic conditions at the site would include permanent stormwater retention and treatment features; these long-term changes would be localized to the developed footprint. No irreversible or irretrievable commitment of hydrologic resources is anticipated because the Project does not require groundwater extraction and is designed to retain and infiltrate stormwater where feasible, as discussed in Sections 5.10.3(a) and 5.10.3(b).

The Proposed Action would contribute a minor, localized land surface modification to the context of the region. The potential for additional stormwater discharge generation during operation would be eliminated due to the inclusion of on-site retention and treatment system, as discussed in the CEQA analysis, and compliance with NPDES requirements. When added to other past, present, and reasonably foreseeable actions in the region of influence, the Proposed Action's incremental contribution to reasonably foreseeable hydrologic change would be small because effects are contained on-site and regulated through TRPA and NPDES compliance measures.

Water Quality

The primary direct water quality risk from the Proposed Action would occur during construction, when exposed soils could be mobilized and transported as sediment if not properly controlled (Section 5.10.3(a)). All projects in the Tahoe Basin must comply with TRPA water quality protections and BMP requirements, including temporary erosion control, spill prevention, tracking control, stockpile stabilization, and seasonal winterization (Section 5.10.3(a)). Because the Proposed Action would disturb more than one acre, preparation and implementation of a SWPPP would be required and would include both temporary and permanent BMPs consistent with NPDES requirements and Lahontan RWQCB permit requirements identified in the CEQA analysis. Such BMPs would minimize direct effects to water quality. Indirect, construction-related water quality risks would be short-term and minimized with implementation of a SWPPP and inclusion of BMPs. Stormwater would be treated on-site during operation of the Proposed Action. No irreversible or irretrievable effect on water quality is anticipated because the Proposed Action does not require direct discharge to surface waters and relies on established regulatory BMP frameworks for erosion and pollutant control.

Water quality in the Tahoe Basin is subject to reasonably foreseeable stressors from development, transportation infrastructure, and stormwater runoff. The Proposed Action would add a minor increment of impervious area and associated pollutant-generation potential, but it is specifically designed to retain and treat stormwater on-site and to reduce risk of contaminant transport. When combined with other past, present, and reasonably foreseeable actions, the incremental contribution of the Proposed Action to reasonably foreseeable water quality effects would be small, and would be minimized through compliance with the Lahontan Basin Plan, TRPA Code, and NPDES/SWPPP requirements incorporated into Project implementation (Sections 5.10.3(a) and 5.10.3(e)).

Bathymetry

Bathymetry refers to underwater depth and lake/streambed topography. No such features exist within the Project area and no discharge to surface waters is proposed (Sections 5.10.3(c)). Therefore, bathymetry would not be affected by the Proposed Action, and this issue is dismissed from further analysis.

Floodplains (Executive Order 11988)

As established in the Environmental Setting and CEQA analysis, floodplains are not present within the Project area. The Proposed Action would not place structures, fill, or other development within a floodplain, nor would it alter flood conveyance to the surrounding area. The Proposed Action would treat stormwater on site and reduce uncontrolled runoff from the Project area.

The Proposed Action would have a minor positive direct effect by containing stormwater within the Project area, a minor positive indirect effect by reducing runoff affecting other properties in the area. The Proposed Action would not result in reasonably foreseeable effects to floodplains as none exist within the Project area or immediate vicinity of the Project area.

Determination

The Proposed Action Alternative would result in localized and short-term construction-related risks to water quality and site hydrology associated with grading, excavation, and increased impervious area, which would be minimized through required regulatory compliance measures and design features incorporated into the Proposed Action, and the self-contained nature of stormwater treatment during operation of the Proposed Action. The Project area is outside the 100-year flood zone and therefore would not impede or redirect flood flows. No surface waters occur on-site, and bathymetry would not be affected. Based on the limited scale of disturbance, the containment and treatment of stormwater on-site, and compliance with applicable water quality and stormwater regulations, the Proposed Action would only result in minor direct and indirect effects to hydrology or water quality, and no effect to Bathymetry and Floodplains.

5.11 Land Use and Planning

5.11.1 Environmental Setting

The Project is located within the unincorporated area of El Dorado County in the Lake Tahoe Basin and therefore is within the jurisdiction of the County and TRPA. The Project area is currently vacant. The Project area consists of 4 disturbed forested parcels (APNs 034-300-025, 034-300-026, 034-300-027, 034-300-028) within Meyers. The parcels are deemed "asset lands" owned by the Conservancy. Unlike most Conservancy properties that are acquired as environmentally sensitive land or to provide public access and recreation benefits, asset lands are typically non-sensitive parcels that can support sustainable development consistent with local area plans. Asset lands are lands acquired through litigation, to accumulate development rights, or as "bulk acquisitions" of environmentally sensitive as well as developable lands, and other lands that may no longer be suitable for their original purpose.

5.11.2 Regulatory Setting

Regional

Lake Tahoe Regional Plan

Projects within the Lake Tahoe region are within the jurisdiction of the TRPA and are subject to the Regional Plan, as well as TRPA Rules of Procedure, the Code of Ordinances, environmental threshold carrying capacities, the Regional Transportation Plan, the Environmental Improvement Program, and Area Plans, Community Plans and Plan Area Statements. Land use goals and policies for specific areas within the region are found in the Area Plans, Community Plans, and Plan Area Statements, while broader land use goals, policies, and regulations are contained in the Code of Ordinances and Goals and Policies. The TRPA Code of Ordinances (Chapter 21) defines permissible land use in the Lake Tahoe Basin.

TRPA has established a land capability system based upon the Bailey Land Classification System methodology. Land capability classification delineates the amount of impermeable development coverage (e.g., base allowable land coverage) that may exist within a land capability designation based on soil types, potential for erosion, and other related characteristics. Projects which exceed allowable coverage are permitted to purchase rights for the remaining coverage from other lands through organizations like the Conservancy. Lands with a ranking of 1 have the highest potential for erosion and 7 have the lowest. The Project area is mapped by TRPA as Class 5, which allows for up to 25% coverage (TRPA n.d.b).

Local

El Dorado County General Plan

The goals of the General Plan are to guide the County's growth and development while preserving its natural resources, rural character, and quality of life. The General Plan aims to balance economic development with environmental stewardship, ensuring sustainable land use, transportation, housing, and public services. It emphasizes the protection of open spaces, agricultural lands, and historic sites, while also promoting efficient infrastructure and community development that meets the needs of current and future residents (El Dorado County 2024b).

Meyers Area Plan

The Project is located within the planning area of the Meyers Area Plan, a comprehensive land use and zoning framework developed in alignment with both the Regional Plan and the County General Plan. The Meyers Area Plan encourages sustainable community development with the preservation of Meyers' natural beauty, historic character, and recreational opportunities. It emphasizes environmental stewardship, promoting a mix of commercial, residential, and recreational uses while safeguarding the area's ecological health. This plan integrates regional policies to ensure that land use, transportation, and public services evolve in a manner that reflects the community's vision for the future. The Project area lies within the Town Center area of Meyers and is zoned for recreational use (El Dorado County 2018).

5.11.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Physically divide an established community?	No Impact
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?	Less Than Significant Impact

5.11.4 Answers to CEQA Checklist Questions

a) Would the project physically divide an established community?

No Impact

The Project would involve development of 4 asset land parcels currently owned and managed by the Conservancy. El Dorado County and the Conservancy are cooperating on the Project and would enter into a land exchange to facilitate Project implementation. The exchange would transfer the parcels to the County prior to development, and therefore, the Project would ultimately occur on County-owned land. The Project would be a single, nonlinear facility, which would replace an existing facility located within the same community, and it would not include the development of roads, waterways, pipelines or other physical structures with the capability of physically dividing an established community. The Project would further reduce vehicle queuing/safety issues occurring at the existing facility and increase efficiency of services, which would encourage use and compliance with AIS inspection standards for the Tahoe region. Because the Project would not divide an established community, there would be no impact. No mitigation is required.

b) Would the project 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?

Less Than Significant Impact

The Project would involve development of 4 parcels that are currently owned and managed by the Conservancy. As discussed in the Project Description, El Dorado County and the Conservancy are proposing a land exchange to facilitate this Project, which would normally be exempt from CEQA under Section 15325 or PRC Section 21080.28. However, because the exchanged land would serve as the Project area, the exemptions do not apply. Therefore, the IS/IEC/EA provides the necessary environmental review for both the land exchange and the relocation of the WIS.

As noted above, the Project area parcels are currently designated as asset lands by the Conservancy and are not considered sensitive or valuable open space lands. The Project area and other parcels that the Conservancy would transfer to the County as part of the Project are all within the Town Center of the Meyers Area Plan. The parcels that the Conservancy would receive in the land exchange would be located near existing wildlife and open space areas, which would serve to further the Conservancy's goals for the protection and enhancement of wildlife habitat, recreational value, and open space in the Tahoe Basin. As a result, the land exchange that would occur as part of the Project would not have the potential to conflict with applicable plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The Meyers Area Plan designates the Project area as Recreation within the Town Center. Opportunities for higher-than-normal coverage are provided to concentrate development within the Meyers Town Center and along the US 50 corridor. TRPA maps show the Project area as Class 5 coverage (TRPA n.d.) and the Project would be designed within allowable coverage requirements. The Project involves construction of a watercraft inspection facility to serve recreational purposes with some on-site employee housing to reduce employee travel. The WIS is considered a recreation facility (as it supports recreational use) and is, therefore, an allowed use under the Meyers Area Plan (El Dorado County 2018, Table 2-1). Employee housing is permitted with a Conditional Use Permit from El Dorado County under the current zoning. With the approval of the Conditional Use Permit, construction of employee housing would not conflict with any local plan, policy, or regulation. Therefore, the Project would not conflict with current land use planning, policies, or regulations. Impacts would be less than significant, and no mitigation is required.

5.11.5 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
8a) Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?	No	Please refer to Section 5.11.4(b). The proposed watercraft inspection station facility is an allowed use under the current zoning designation. Employee housing is also an allowed use, but requires a Conditional Use Permit from El Dorado County, which would be acquired prior to development.

8b) Expand or intensify an existing non-conforming use?	No	Currently, the Project area is in compliance with the General Plan, Meyers Area Plan, and Regional Plan. The Project would be in compliance with all applicable policies and ordinances related to land use, as discussed in Section 5.11.4(b). Therefore, the Project would not expand or intensify non-conforming land use.

5.11.6 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on land use and planning, including special land status designations. Per USFWS guidance, this analysis would normally be categorized as a "Refuge Resource" and evaluated as "Land Use and Planning." NEPA topics Farming and Subsistence Uses are covered in Section 5.2 (Agriculture and Forestry Resources), and Recreation is addressed in Section 5.16 (Recreation).

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and the WIS would remain at its existing location. No development, land exchange, or change in land use designation would occur within the Project area. Existing land use patterns, zoning, and planning designations described in Section 5.11.1 would remain unchanged.

Because no construction or land use change would occur, the No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects on land use or special land status designations. The No Action Alternative would not advance the Project purpose and need related to improving facility efficiency and reducing operational constraints at the existing inspection station.

Environmental Effects of the Proposed Action Alternative

Land Use

The Proposed Action would involve development of 4 Conservancy-owned asset land parcels within the Meyers Town Center area, consistent with applicable land use designations and zoning (Section 4.11.1). As documented in the CEQA analysis above, the Proposed Action is consistent with the El Dorado County General Plan, Meyers Area Plan, and the Regional Plan, including land capability and coverage requirements.

Indirect land use effects, such as growth-inducing changes or conflicts with surrounding land uses, are not anticipated. The Project would replace an existing facility within the same community and would not introduce a new land use type incompatible with existing development. Employee housing would be subject to local permitting requirements (Section 5.11.4(b)).

Land use in the Meyers area is designated in the Meyers Area Plan (El Dorado County 2018) by regional planning frameworks and ongoing development within designated Town Center areas. The Proposed Action would contribute a minor, localized change consistent with adopted plans and would not

incrementally contribute to reasonably foreseeable land use conflicts or changes in development patterns when considered alongside other past, present, and reasonably foreseeable actions.

Special Land Status Designations

The Project area does not contain, and is not adjacent to, any special land status designations, including designated or proposed wilderness areas, Wild and Scenic Rivers, Coastal Zone Management areas, Research Natural Areas, Ramsar Wetlands, or Important Bird Areas. These designations are absent from the Project area, and therefore, the Proposed Action would have no direct, indirect, or reasonably foreseeable effects on such land uses, and as such, they are dismissed from further analysis.

Military Institutions

There are no military institutions within the Project area or the immediate vicinity of the Project area. Therefore, the Proposed Action would have no direct, indirect, or reasonably foreseeable effects military institutions, and as such, they are dismissed from further analysis.

Determination

The Proposed Action Alternative would result in minor, localized changes in land use that are consistent with applicable local and regional plans and policies. The Proposed Action would not physically divide an established community, nor conflict with adopted land use plans. The Proposed Action would not affect special land status designations, as none occur within the Project area. Based on the consistency of the Proposed Action with existing planning frameworks and the absence of specially designated lands, the Proposed Action would not result in significant direct, indirect, or reasonably foreseeable effects to land use or special land status designations under NEPA.

5.12 Mineral Resources

5.12.1 Environmental Setting

The Surface Mining and Reclamation Act of 1975 requires that the State Mining and Geology Board identify, map, and classify aggregate resources throughout California that contain regionally significant mineral resources. Designations of land areas are assigned by DOC and California Geological Survey following analysis of geologic reports and maps, field investigations, and using information about the locations of active sand and gravel mining operations. The California Mineral Land Classification System represents the relationship between knowledge of mineral deposits and their economic characteristics (grade and size). Lands classified as Mineral Resource Zones are considered important mineral resource areas.

There are no regionally significant aggregate resources (i.e., sand and gravel resources) in the Project area, as identified by the DOC and there are no ongoing mining activities in or near the Project (DOC 2016). Mining is not an identified allowable use in the Meyers Area Plan or Tahoe Basin per Chapter 21 of the TRPA Code.

5.12.2 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	No Impact

5.12.3 Answers to CEQA Checklist Questions

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact

There are no state or regionally valuable mineral resources within the Project area boundary. According to the El Dorado County General Plan and the DOC, there are no state or regionally valuable mineral resources within the Project boundary (El Dorado County 2003; DOC 2016). Further, mining is not a permissible use within the Meyers Area Plan (El Dorado County 2018). As no resources are known to occur and no mining is located near the Project area, the Project would not result in the loss of a potential known mineral resource as no known important mineral resource areas exist within the Project area or vicinity. Therefore, there would be no impact. No mitigation is required.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact

Please refer to response to CEQA item 5.12.3(a). As stated, the Project area is not located within or near active mining operations (DOC 2016), and no known important mineral resource areas exist within the Project area (El Dorado County 2003). Therefore, there would be no impact. No mitigation is required.

5.12.4 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Determination	Discussion
9a) A substantial increase in the rate of use of any natural resources?	No Impact	The construction and operation of a watercraft inspection station would not substantially increase the rate of use of natural resources. While some fuel consumption would occur to temporarily operate equipment and machinery during construction, the volume of fuel used would not be substantial. The Project would allow better protection of the Tahoe basin's aquatic natural resources from AIS.
9b) Substantial depletion of any non-renewable natural resource?	No Impact	Refer to Section 5.12.4(9b) above.

5.13 Noise

The impact analysis presented in this section is based primarily on the Environmental Noise Assessment for the Project prepared by Saxelby Acoustics (2025). The Environmental Noise Assessment, which is included as Appendix C, provides additional data and information related to the assessment of Project impacts.

5.13.1 Environmental Setting

Noise

Noise is defined as a sound or series of sounds that are intrusive, objectional, or disruptive to daily life. Noise levels are measured to regulate ambient noise and protect people from exposure to excessive noise. Different land uses have different acceptability levels in terms of noise disturbance. For example, industrial uses have a higher noise threshold than residential uses. Noise standards provide a means of assessing exposure and compatibility based on specific uses.

Sound is measured in decibels (dB), a logarithmic scale that expresses sound pressure relative to the quietest sound the human ear can detect. To reflect how humans hear, sound levels are "A-weighted" and expressed as dBA, which adjusts for the ear's reduced sensitivity to very low or high frequencies. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In typical noisy environments, changes in noise of 1 – 2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013).

Various noise descriptors have been developed to describe time-varying noise levels. The noise descriptors used in this chapter include:

- Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period.
- Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013).
- Maximum Sound Level (L_{max}): L_{max} refers to the maximum instantaneous sound level recorded during a specific period, often used to describe the loudest moment of a noise event, such as a passing truck or construction activity.

The Project area lies within a predominantly residential area, with commercial uses located to the north and northeast. Residential land uses are located to the east, south, and west (across US 50). Significant noise generators in the vicinity of the Project area include US 50, located immediately north of the

Project area, and SR 89, located immediately east of the Project area. The existing noise environment in the Project area is primarily defined by traffic on both US 50 and SR 89 (Saxelby Acoustics 2025).

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Groundborne vibration is vibration of and through the ground. Sources of groundborne vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., operating factory machinery) or transient in nature (e.g., explosions). Within the context of construction, impact pile-driving and tracked equipment can result in perceptible vibration levels.

Groundborne vibration amplitudes are commonly expressed in peak particle velocity or root-mean-square (RMS) vibration velocity. Peak particle velocity and RMS vibration velocities are normally described in inches per second (in/sec) but can also be expressed in decibel notation (VdB), which is used mainly in evaluating human response to vibration.

Sensitive Receptors

Noise-sensitive land uses (i.e., sensitive receptors) are generally considered to include uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. Additional land uses such as schools, transient lodging, historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels. Vibration-sensitive land uses are generally considered to be buildings or structures that could be damaged due to vibration or land uses where vibration levels could interfere with operations or cause human annoyance.

In the vicinity of the Project area, sensitive land uses include single-family residential uses to the east, south, and west (across US 50).

5.13.2 Regulatory Setting

State

Title 24

The State Building Code, Title 24, Part 2 of the CCR establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

Regional

TRPA Code of Ordinances – Chapter 68: Noise Limitations

Chapter 68 identifies maximum allowable noise levels for single event noises from short-duration sources. TRPA Code prohibits the creation of noise that would cause threshold exceedances in adjacent land use districts.

68.4 Community Noise Levels:

TRPA shall use CNELs to measure community noise levels. Per subsection 11.6.10, Plan Area Statements are required to establish CNELs that are permissible within the plan area. The CNELs set forth in the Plan Area Statements are based on the land use classification, the presence of transportation corridors, and the applicable threshold. The established CNEL standards for the Meyers Area Plan are shown below.

68.9 Exemptions to Noise Limitations:

The standards of this chapter shall not apply to noise from TRPA-approved construction or maintenance projects or the demolition of structures provided such activities are limited to the hours between 8 a.m. and 6:30 p.m. The standards of this chapter shall not apply to safety signals, warning devices or emergency pressure relief valves, and other similar devices. Emergency work to protect life property shall be exempt from noise standards, as shall be fireworks used in accordance with a state or local permit.

Local

Meyers Area Plan

The Meyers Area Plan includes noise level standards adopted by the County for the Meyers community and intended to ensure consistency with TRPA threshold standards. These include maximum acceptable noise levels of:

1. 65 dBA CNEL for the Meyers Community Center District, Meyers Industrial District, and highway corridors (300 feet each side of US 50 and SR 89),
2. 55 dBA CNEL for the Upper Truckee Residential/Tourist District and the Meyers Recreation District, and
3. 50 dBA CNEL for the Upper Truckee River Corridor District.

5.13.3 CEQA Checklist Summary

Would the Project result in:

CEQA Environmental Checklist Item	Impact Determination
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?	Less Than Significant Impact with Mitigation Incorporated

b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
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?	No Impact

5.13.4 Answers to CEQA Checklist Questions

a) Would the project result in 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?

Less Than Significant Impact with Mitigation Incorporated

Construction

Construction activities would temporarily increase noise levels in the Project area, with maximum noise levels ranging from 76 to 90 dBA L_{max} at 50 feet. These activities would occur primarily during daytime hours (8:00 a.m. to 6:30 p.m.), consistent with the TRPA Code of Ordinances, which exempts daytime construction noise from noise limits. The nearest residences, located approximately 430 feet away, would experience maximum noise levels of approximately 71 dBA, representing an increase of up to 11 dBA over existing ambient conditions (60-80 dBA), although likely less due to the presence of nearby highway road noise. Because there is no established TRPA threshold for construction noise, the Caltrans standard of noise impact significance (12 dBA) was used. The predicted increase is below the Caltrans significance threshold, indicating that typical daytime construction would not cause a significant noise impact.

However, if construction were to occur outside normal daytime hours, temporary exceedances could cause sleep disturbance at nearby sensitive receptors and would represent a potentially significant impact.

Operation

Mobile Source

As noted in Section 5.17 (Transportation), the Project would not generate additional vehicle trips during operation. Due to the presence of on-site employee workforce housing, vehicle trips associated with operation of the watercraft inspection station would decrease, as several employees would not have to travel to and from the site in personal vehicles. As a result, mobile source noise would not increase because of the Project. During the winter months, housing will be used for snowplow operators. Operation, maintenance, and storage of snowplows would occur off-site, and would not contribute to noise at the site.

Stationary Source

Project area traffic circulation and residential HVAC noise are predicted to be the primary noise sources for the Project. Noise modeling using the SoundPLAN noise prediction model was conducted for the

Project (Appendix C). The modeling sound levels were calculated using a combination of manufacturer provided data for commercially available items, and Saxelby Acoustics data from similar operations. Noise generators analyzed included vacuums, decontamination pumps, pressure washing equipment, on-site circulation, HVAC, and jet ski engines.

The TRPA Code of Ordinances does not establish a significance threshold for increases in stationary noise sources. In the absence of a specific threshold, Federal Interagency Committee on Aviation Noise (FICON) criteria was used to assess increases in ambient noise environment. FICON criteria defines an increase of 5.0 dBA or greater as a significant increase in noise levels. As calculated by Saxelby Acoustics, the sum of ambient noise recorded within the Project area inclusive of Project-generated noise would result in increase in ambient noise levels of 1.0 dBA, which would not exceed FICON thresholds/standards (Saxelby Acoustics 2025). As a result, operation of the WIS and residential uses within the Project area would not result in a significant increase in noise compared to ambient conditions. Impacts would be less than significant.

Mitigation Measures

NOI-1: The following measures would be implemented by the contractor during construction:

- Construction shall be limited to 8:00 a.m. to 6:30 p.m.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, is to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors is to be located as far as is practical from existing residences. In addition, the contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project area.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project area during all Project construction.

Significance After Mitigation

Implementation of **Mitigation Measure NOI-1** would ensure construction activities are limited to allowable hours and that noise control practices are implemented, thereby reducing impacts to less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact

The primary vibration-generating activities associated with the Project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. There are no local established thresholds for vibration levels. Caltrans has developed vibration thresholds as they

pertain to structural damage, which is measured by peak particle velocity, reported in inches per second (in/sec). Caltrans indicates that the threshold for architectural damage to structures is 0.20 in/sec, which is a reasonable threshold for short-term construction projects.

Construction vibration levels anticipated for the Project are less than the 0.2 in/sec threshold at distances of 26 feet (Saxelby Acoustics 2025). Sensitive receptors which could be impacted by construction-related vibrations are located more than 400 feet from the Project area and would not be significantly impacted by vibration generated during Project implementation. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Therefore, the Project would not result in significant vibration. Impacts would be less than significant, and no mitigation is required.

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?

No Impact

The Project is not located within an airport land use plan nor is in the immediate vicinity of a private airstrip. The closest airport, Lake Tahoe Airport, is approximately 2.5 miles northeast of the Project area. Per the Lake Tahoe Airport Land Use Compatibility Plan, the Project area lies outside of the excessive noise zones of the airport (Lake Tahoe Airport Land Use Commission 2019). Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from airports, and there would be no impact. No mitigation is required.

5.13.5 TRPA Checklist

Will the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
6a) Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan, or Master Plan?	No, with Mitigation	As described in Section 5.13.4(a), the Project would not generate noise in excess of noise level standards established in the Meyers Area Plan regarding noise limits within zoning district. In order to ensure compliance with TRPA noise exemption requirements for construction projects, **Mitigation Measure NOI-1** would be implemented.

6b) Exposure of people to severe noise levels?	No, with Mitigation	The Project would be in compliance with all applicable noise requirements, regulations and ordinances, and would not expose visitors, residents or surrounding areas to severe or excessive noise levels. Please refer to Section 5.13.4(a) for further discussion of noise levels.
6c) Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	No	Refer to Section 5.12.4(6a) above.
6d) The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	No	Residential structures constructed as part of the Project would be exposed to 57 dBA on the exterior (Saxelby Acoustics 2025), and sound levels would be further reduced on the interior due to attenuation provided by standard construction materials. As such, on-site residences would not be exposed to noise levels in excess of 60 dBA CNEL.
6e) The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	No	As described in Section 5.13.5(6d), residential structures constructed as part of the Project would not be exposed to sound levels exceeding 60 dBA CNEL. Noise escaping the Project area would not exceed the noise standards established in the Meyers Area Plan for residential zoning (Saxelby Acoustics 2025).
6f) Exposure of existing structures to levels of ground vibration that could result in structural damage?	No	Please refer to Section 5.13.4(b).

5.13.6 NEPA Analysis of Effects

This NEPA analysis analyzes the environmental effects of the Proposed Action on noise, vibration, and the acoustic soundscape. Per USFWS guidance, this analysis would normally be categorized as a "Natural Resource" and evaluated as "Soundscape." The analysis relies on and incorporates by reference the Environmental Setting (Section 5.13.1), and the CEQA impact analysis (Section 5.13.4). The analysis focuses on changes to existing ambient noise conditions within and adjacent to the Project area, including compliance with applicable federal noise standards for residential uses.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and no construction or operational activities would occur within the Project area. Existing ambient noise conditions would remain dominated by traffic noise from US 50 and SR 89, as described in Section 4.13.1. No new residential structures would be constructed. Because no new noise or vibration sources and no new

housing would be introduced, the No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects on noise levels, vibration, or the existing soundscape.

Environmental Effects of the Proposed Action Alternative

Noise and Soundscape

Construction activities associated with the Proposed Action would temporarily increase noise levels within the Project area during daytime hours. As documented in the CEQA analysis, maximum construction noise levels would remain below the applied Caltrans significance thresholds at nearby noise-sensitive receptors when limited to allowed daytime hours and with implementation of standard construction noise controls (Section 5.13.4(a)). Operational noise sources associated with the Proposed Action would result in a minor increase in ambient noise (approximately 1 dBA), which would not be perceptible in the existing traffic-dominated soundscape and would remain below the applied criteria.

The Proposed Action includes residential uses. Under 24 CFR Part 51.103c (Site Acceptability Standards), exterior noise exposure for residential uses is evaluated using the day-night average sound level (DNL), measured in decibels (Table 6).

Table 6. Department of Housing and Urban Development day-night average sound level threshold.

Determination	Threshold
Acceptable	≤ 65 dBA DNL
Normally Unacceptable	> 65 dBA and ≤ 75 dBA DNL
Unacceptable	> 75 dBA DNL

As discussed in the TRPA analysis, exterior noise levels at the proposed residential structures would be approximately 57 dBA (Saxelby 2025), which falls within the Department of Housing and Urban Development “Acceptable” noise exposure category. Interior noise levels would be further reduced through standard building attenuation, consistent with State Title 24 requirements. The Proposed Action would comply with all applicable federal residential noise standards.

Major indirect noise effects from the watercraft decontamination facility, such as changes in long-term community noise patterns or increased exposure of sensitive receptors, are not anticipated, as the Project would replace an existing nearby facility of the same use. Operational vehicle trips would not increase, and on-site workforce housing would reduce employee commute-related noise, further limiting indirect effects to the surrounding soundscape (Section 5.13.4(a)).

Construction-related noise effects would be short-term and limited to the construction period. Operational noise would be long-term but minor and consistent with existing ambient conditions influenced by adjacent highways. With implementation of **Mitigation Measure NOI-1**, as described in Section 5.13.4(a), on-site noise levels would be minimized by locating equipment as far as feasible from nearby residences (to the east and south) and adhering to allowable hours of construction. Construction as a result of the Proposed Action would contribute a small, localized increment of noise that would not

measurably alter reasonably foreseeable noise conditions or community noise levels when considered alongside other foreseeable actions.

Vibration

Construction-related groundborne vibration would occur temporarily during activities such as grading and utilities installation. As documented in the CEQA analysis, predicted vibration levels would remain well below thresholds associated with structural damage or human annoyance at the nearest sensitive receptors (Section 5.13.4(b)). Indirect and reasonably foreseeable effects. No indirect or reasonably foreseeable vibration effects are anticipated because vibration-generating activities would be temporary, and localized within the Project area.

Determination

The Proposed Alternative would result in short-term, minor increases in noise and vibration during construction and a minor increase in operational noise within an existing traffic-influenced soundscape. Residential uses associated with the Proposed Action would comply with applicable local, state and federal noise standards. With implementation of standard noise control measures and **Mitigation Measure NOI-1,** effects to noise, vibration, and soundscape would be minor, localized, and below applicable thresholds. Based on the limited duration, low intensity, and regulatory compliance, the Proposed Action would not result in significant direct, indirect, or reasonably foreseeable effects related to noise, vibration, or soundscape under NEPA.

5.14 Population and Housing

5.14.1 Setting

As of 2020, unincorporated El Dorado County, within which the Project area is located, had an estimated population just under 159,000 residents (El Dorado County 2024c). Compared to 2010 population and housing estimates, this reflects a growth rate of approximately 0.7% percent between 2010 and 2020. Projections suggest that population growth will continue at this rate within the County. Based on current growth estimates, the County does not anticipate exceeding the General Plan's 2030 population projection of 200,000 people (El Dorado County 2024c). The County's 2025 population is estimated to be to be 190,770 (DOF 2025). The California Department of Finance (DOF) estimates a housing stock of 74,827 dwelling units countywide in 2025 (DOF 2025). Due to its status as a vacation destination, the Tahoe Basin also experiences significant seasonal population fluctuations, driven by the prevalence of second homes and vacation rentals (El Dorado County 2024c).

The Regional Plan establishes goals for future housing development within the Tahoe Basin. Goals outlined in the plan include promotion of additional housing opportunities for full-time and seasonal residents and workers in the region, moderate income housing where it does not conflict with other planning goals, and regular modification of policies and ordinances to meet state local and regional housing goals. The Regional Plan also outlines desired qualities of new development including 100% deed restricted housing whenever feasible (TRPA 2025a).

The Meyers Area Plan designates the Project area as recreational, but employee housing is permitted within the Project area with a Conditional Use Permit, as discussed in 5.11 "Land Use and Planning."

5.14.2 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
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)?	Less than Significant Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

5.14.3 Answers to CEQA Checklist Questions

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact

The Project includes the development of employee housing with 6, 1-2 bedroom units, with capacity for approximately 11 individuals, based on DOF estimates of average house sizes for the area (DOF 2025). The anticipated population increase resulting from the Project would be consistent with the planned

growth for the area. In addition, the Project would provide employee workforce housing to reduce commuter trips and VMT associated with current employees. As a result, the Project's contribution to population growth would be incremental and aligned with the County's long-term planning objectives. No substantial unplanned population growth is anticipated as the Project does not propose significant new residences, infrastructure, or other services that would encourage either directly or indirectly increase population beyond what is already forecasted. Therefore, impacts would be less than significant, and no mitigation is required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact

The Project would develop a currently vacant area. The Project would not result in the displacement of persons or housing and would therefore not require construction or replacement of housing elsewhere. Therefore, the Project would have no impact. No mitigation is required.

5.14.4 TRPA Checklist

Will the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
11a) Alter the location, distribution, density, or growth rate of the human population planned for the Region?	No	The Project would not significantly alter the location, distribution, density, or growth rate of the population in the Tahoe region. The Project would construct employee housing that are anticipated to house up to 11 individuals, several of which already live within El Dorado County or the surrounding area. Housing construction would be consistent with the Regional Plan and the Meyers Area Plan, which permits employee housing with a Conditional Use Permit, and would be proximate to existing housing in the Meyers community.
11b) Include or result in the temporary or permanent displacement of residents?	No	The Project would develop 4 vacant parcels which contain no existing housing. The Project would not result in the displacement of residents.

Will the Project affect existing housing, or create a demand for additional housing? *To determine if the proposal will affect existing housing or create a demand for additional housing:*

TRPA Initial Environmental Checklist Item	Answers	Discussion
12a) 1. Will the proposal decrease the amount of housing in the Tahoe Region?	No	The Project would create housing for approximately 11 individuals. The Project would represent an incremental increase in regional housing availability.
12a) 2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	No	The Project would construct new employee workforce housing, and would not remove any existing housing.

5.14.5 NEPA Analysis of Effects

This NEPA analysis evaluates the environmental effects of the Proposed Action on socioeconomic conditions, including local and regional economies and community cohesion. CEQA does not analyze purely economic or social effects unless they result in a direct or indirect physical environmental change; therefore, several socioeconomic considerations addressed here are evaluated solely under NEPA. Where applicable, this analysis incorporates by reference relevant environmental settings and impact discussions from the CEQA document, including Sections 5.15 (Public Services) and 5.19 (Recreation) to inform conclusions regarding indirect environmental effects.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, no activities within the Project area would be implemented. Existing socioeconomic conditions within the Project area and surrounding community would remain unchanged. Seasonal operation of the existing temporary facility would continue, and no new housing or long-term employment changes would occur. The No Action Alternative would result in no direct, indirect, or reasonably foreseeable socioeconomic effects.

Environmental Effects of the Proposed Action Alternative

Local and Regional Economies

The Proposed Action would replace an existing temporary watercraft inspection facility with a more permanent facility and would include on-site employee housing. As discussed in the Project Description, the Proposed Action would not substantially increase employment levels but would provide continued and stabilized employment associated with AIS inspection operations. Construction-related employment would be short-term and limited in scale.

The Proposed Action would support the regional recreation-based economy by improving the efficiency and safety of watercraft inspection and decontamination services, which protect Lake Tahoe's water clarity, quality and recreational value. The Proposed Action would have a minor positive indirect effect on tourism and recreation-dependent businesses in the Lake Tahoe Basin by protecting water quality. The Proposed Action would replace an existing facility, and therefore would not displace existing

businesses, significantly alter regional economic trends, or result in substantial changes to income levels or economic productivity. No adverse effects to local or regional economies are anticipated.

Community Cohesion

Community cohesion refers to the social stability, connectedness, and functioning of the local community. As discussed in the CEQA analysis for Section 5.14, the Proposed Action would introduce a small number of on-site employees through workforce housing. This incremental population increase would be minor relative to the existing community and would not alter neighborhood character or strain community services, as analyzed in Section 5.15 (Public Services) and Section 5.19 (Utilities).

Improvements in queuing safety and site organization would reduce congestion and potential conflicts on adjacent roadways, which would support community cohesion rather than detract from it. The Proposed Action would not divide neighborhoods, displace residents, or create social barriers within the community. Effects on community cohesion would be negligible.

Determination

When considered together with other past, present, and reasonably foreseeable actions in the area, the Proposed Action would not contribute to foreseeable socioeconomic effects. The scale of employment, housing, and population change associated with the Proposed Action is small, and the Proposed Action would not alter broader socioeconomic trends within the Lake Tahoe Basin.

The Proposed Action would not adversely affect community cohesion or local or regional economic conditions, and therefore would result only in minor socioeconomic effects under NEPA. No mitigation is required.

5.15 Public Services

5.15.1 Environmental Setting

Fire Protection

Lake Valley Fire Protection District provides fire and life safety, rescue and emergency medical service, and fire prevention to Meyers and the surrounding area. The closest Lake Valley Fire Protection District fire station is located approximately 0.1 miles north of the Project area. All fire departments in the Tahoe Basin, as well as some jurisdictions in northern Nevada, are members of the Lake Tahoe Regional Fire Chief Association. This group has a mutual aid agreement to share the resources of each jurisdiction during large emergency events.

Police Protection

CHP is responsible for patrolling US 50, SR 89, and roads located in unincorporated communities. The Project is in the unincorporated area of El Dorado County. The Project area is adjacent to US 50 and SR 89 on the northwestern and northeastern sides respectively. The closest CHP office is located approximately 0.2 miles from the Project area.

El Dorado County Sheriff's Office provides 24/7 patrol coverage and search and rescue operations to the unincorporated areas within El Dorado County, including Meyers, where the Project is located. The closest El Dorado County's Sheriff's Office is approximately 6.3 miles northeast of the Project area.

Schools

No schools are located adjacent to or within the Project area. The closest school is Tahoe Prep Academy, approximately 0.6 miles from the Project area.

Parks and Other Public Facilities

There are no parks located within or adjacent to the Project area. A Caltrans managed bike trail runs adjacent to US 50 and the northwestern edge of the Project area. The nearest public park to the Project area is Tahoe Paradise Park, located approximately 0.5 mile north of the Project area. Currently, the Project area is owned by the Conservancy. The Conservancy manages and enhances public lands around Lake Tahoe to expand outdoor recreation and public access, for residents and visitors alike.

5.15.2 CEQA Checklist Summary

Would the Project result in:

CEQA Question	Impact Determination
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: i) Fire protection?	Less Than Significant Impact

ii) Police protection?	Less Than Significant Impact
iii) Schools?	Less Than Significant Impact
iv) Parks?	Less Than Significant Impact
v) Other public facilities?	Less Than Significant Impact

5.15.3 Answers to CEQA Checklist Questions

a) Would the project result in substantial adverse physical impacts associated with the need and/or provision of new or physically altered governmental services and/or facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?

i) Fire protection?

ii) Police protection?

iii) Schools?

iv) Parks?

v) Other public facilities?

Less Than Significant Impact

The Lake Valley Fire Protection District provides fire and emergency medical services to the Project area, with the closest fire station located 0.1 miles north of the site. By and large, the Project would involve the relocation of an existing WIS approximately 0.1 mile from its current location and would not represent a change or increase in the need for fire protection service in the area. While the addition of housing for on-site employees may slightly increase demand for medical and fire services, the Project area is already located within the Lake Valley Fire Protection District's service area. As such, response times to the Project area would not be altered during operation of the WIS. The Project would not require new or physically altered fire protection facilities. In addition, the Project would comply with the local and state fire safety design requirements.

The CHP and El Dorado County Sheriff's Office provide police protection services to the area. The addition of housing for 4 employees is not expected to significantly increase the demand for police protection. The proximity of the CHP office (0.2 miles away) and the Sheriff's Office (6.3 miles away) ensures that response times remain within acceptable limits. Therefore, the Project would not necessitate new or expanded police facilities.

Although the Project would increase on-site population within the Project area, the potential population increase would be nominal and (assuming that all non-employee residents are school-age children) no more than 5 additional students would be located within local schools. As noted above, the Project does

not represent a significant increase in population beyond current planning estimates, and the addition of up to 5 students is not anticipated to require new or expanded school facilities.

Similarly, the residential component of the Project is not expected to result in a substantial increase in demand for parks. The Project would include recreational amenities, including an interpretive area and trail connection, for use by on-site residents and other residents in the area. As a result, the Project is not expected to result in substantial physical deterioration of these facilities or necessitate new or expanded park facilities.

In addition, the Project is not expected to substantially increase demand for other public facilities, such as libraries or community centers, because the Project would not generate a significant increase in residents that could then result in the need for new or expanded public facilities. As demonstrated above, the Project would not result in increased demand, reduced functionality, or increased deterioration of public services in the area; therefore, the Project would have a less than significant impact. No mitigation is required.

5.15.4 TRPA Checklist

Would the Project have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

TRPA Initial Environmental Checklist Item	Answers	Discussion
14a) Fire protection?	No	The Project would not result in a substantial and unanticipated increase in demand for fire protection services. Compliance with local and state fire safety design requirements and the minimal increase in residents would ensure that the existing fire protection services do not require modification as a result of the Project.
14b) Police protection?	No	The Project would not result in a substantial and unanticipated increase in demand for police protection services.
14c) Schools?	No	The Project does not represent a significant increase in population beyond planning estimates, as discussed in Section 5.14 (Population and Housing). The incremental increase in population would not require new or expanded school facilities, as the growth would not exceed planned growth estimates for the area.
14d) Parks or other recreational facilities?	No	The Project would not result in a substantial and unanticipated increase in demand for parks or other recreational facilities. The incremental increase in residents would be served by on-site amenities and existing parks and recreational opportunities in the area. In addition, the Project would replace an existing temporary public facility with an improved facility, which would reduce watercraft decontamination wait times and improve access to aquatic recreational opportunities in the Lake Tahoe region.
14e) Maintenance of public facilities, including roads?	No	The Project would not result in a substantial and unanticipated increase in demand for public facilities, including roads. The Project would replace an existing temporary public facility with an improved facility and reduce queuing within existing public roadways. The Project would not physically alter existing roadways, and would provide minor benefits compared to conditions generated by the existing watercraft inspection station.

14f) Other governmental service?	No	The Project does not represent a significant increase in population beyond planning estimates, as discussed in Section 5.14 (Population and Housing). The small increase in population would not require new or expanded governmental service, as population growth would be well within projections provided as part of the El Dorado County General Plan.

5.16 Recreation

5.16.1 Setting

The Lake Tahoe area is renowned for its beauty and outdoor recreation. Public lands in the Lake Tahoe Basin are used for many recreational activities year-round. The Project area encompasses public parcels owned by the Conservancy. Within the vicinity of the Project area, approximately half of surrounding land use is urban, consisting of residences and businesses. Other land use includes open space consisting of the Upper Truckee River corridor, Tahoe Paradise Park, and mixed conifer forest with pedestrian and mountain bike trails. Tahoe Paradise Park (located approximately 0.5 mile north of the Project area) is a public park with a small lake (Lake Baron), hiking trails, playground, picnic areas and tennis courts. An unnamed, Caltrans maintained bike path runs adjacent to US 50 and the northwestern side of the Project area. Near the Project area, there are many other recreational opportunities. California State Parks operates multiple open space areas, including Washoe Meadows State Park, located approximately 1.9 miles north of the Project area, and Lake Valley State Recreation Area, located approximately 1.6 northeast of the Project area. The City of South Lake Tahoe Parks and Recreation Department operate multiple parks, including the South Lake Tahoe-El Dorado Recreation Area located approximately 7.1 miles northeast of the Project area.

The Upper Truckee River is also a popular recreation area. Approximately 800 feet south of the Project area, the former Tahoe Pines campground provides a recreational trail, pedestrian bridge, and stream overlook pad, following a multi-year restoration effort by the Conservancy. There are also multiple public and private access points and beaches along the Upper Truckee River. Depending on location, these access points and beaches are maintained by various agencies and service providers.

5.16.2 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) 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?	Less Than Significant Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less Than Significant Impact

5.16.3 Answers to CEQA Checklist Questions

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?

Less Than Significant Impact

As discussed in Section 5.15 (Public Services), the addition of employee housing may result in a slight increase in the use of nearby parks and recreational facilities within the immediate vicinity of the Project area. However, the incremental increase in residents is not anticipated to significantly increase the use of existing neighborhood or regional parks or recreational facilities. Given the abundant recreation opportunities in the area and the low number of new residents that would occur because of Project implementation, substantial physical deterioration of facilities is not expected to occur or be accelerated.

Because the Project would replace an existing temporary public facility with an improved facility, the Project is anticipated to improve recreational facilities in the area. By reducing queuing times and increasing safety (by keeping queued vehicles out of public roadway ROW), the Project would enhance the opportunity for recreational use of Lake Tahoe. Nonetheless, as the Project would not generate significant demand on existing recreational facilities, and would improve decontamination services related to recreational activities, the Project would have a less than significant impact on parks and recreational facilities. No mitigation is required.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact

The Project itself would serve as a recreation-oriented facility with the purpose of protecting environmental quality that makes Lake Tahoe and the surrounding area appealing as a recreational destination. Because the Project would replace an existing facility and would be designed to support existing levels of demand, the Project would not represent or require expansion of existing recreation facilities. Therefore, the impact would be less than significant. No mitigation is required.

5.16.4 TRPA Checklist

Would the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
19a) Create additional demand for recreation facilities?	No	As discussed above in Section 5.16.3(a), the Project would represent an incremental increase in users of recreation facilities, while upgrading an existing recreation-oriented facility. Therefore the Project would not create significant additional demand for recreation facilities.

19b) Create additional recreation capacity?	No	The Project would improve watercraft inspection facilities in the Tahoe region by replacing a temporary facility with an improved facility, but would only do so in order to more safely and efficiently offer services to the current expected number of guests. It would not expand capacity nor induce recreational use as a result of Project implementation.
19c) Have the potential to create conflicts between recreation uses, either existing or proposed?	No	The Project would provide improvements related to safety and efficiency for existing recreational services, but would not create or generate additional demand on existing recreational facilities such that conflicts may occur. Improvements related to queuing safety and site organization have the potential to improve and reduce the potential for conflicts between recreation users, such as gridlock or traffic accidents associated with stopped traffic queuing for decontamination services.
19d) Result in a decrease or loss of public access to any lake, waterway, or public lands?	No	The Project would not involve loss of public access to any lake or waterway, as there are no aquatic features within the Project area. While the disturbed parcels located within the Project area are owned by the Conservancy, the Project would involve a land swap with the County to replace total acreage of land utilized for the Project. Furthermore, once the Project is completed, much of the Project area, including undeveloped forest land within Project area parcels, and the watercraft decontamination facility itself will remain in public service, with regular access permitted during daytime and business hours. Therefore, the Project would not decrease access to public lands.

5.16.5 NEPA Analysis of Effects

This NEPA analysis evaluates the environmental effects of the Proposed Action on recreational resources. The analysis incorporates by reference the Environmental Setting and CEQA impact analysis presented in in this section above.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented, and existing recreational conditions within and surrounding the Project area would remain unchanged from those described in Section 5.16.1. Recreational facilities, access points, and patterns of use would continue under existing conditions. The No Action Alternative would result in no direct, indirect, or reasonably foreseeable significant adverse effects on recreation resources

Environmental Effects of the Proposed Action Alternative

As described in Environmental Setting, the Project area is located in a region with abundant recreational opportunities. The Proposed Action would replace an existing temporary, recreation-related facility with an improved facility and would not expand existing recreation capacity.

As analyzed in Sections 5.16.3(a) and (b), the Proposed Action may result in a minor, incremental increase in recreational use associated with on-site employee housing; however, the number of new residents would be limited and would not substantially increase use of nearby parks or recreational facilities. Given the availability of recreation resources in the vicinity, the Proposed Action would not result in substantial physical deterioration of existing facilities.

The Proposed Action would not reduce public access to recreational lands or waterways. As described in Section 5.16.4(19d), the associated land exchange would preserve overall acreage of public lands. Improvements related to queuing safety and site organization would enhance, rather than conflict with, recreational use by reducing traffic congestion and improving access to decontamination services to protect Lake Tahoe's water quality and clarity for recreationalists.

When considered together with other past, present, and reasonably foreseeable actions in the area, the Proposed Action would not contribute to reasonably foreseeable significant effects on recreation resources because its effects on recreation would be minor and would not coincide with any other projects within the vicinity of the Project area. The Proposed Action would not expand recreation capacity as it replaces an existing facility and would not induce additional recreational demand or reduce access to recreational facilities.

Determination

Based on the limited scale of change, the abundance of existing recreational opportunities in the vicinity, and the fact that the Proposed Action would maintain access and safety for recreation-related activities, the Proposed Action would not result in significant adverse effects on recreational resources.

5.17 Transportation

5.17.1 Environmental Setting

The Project area is located immediately south of the intersection of US 50 and SR 89 within the unincorporated community of Meyers within the County. The existing WIS is in the vicinity, approximately 0.1 mile east of the Project area. Except for US 50 and SR 89, most existing roadways in the area provide one lane in each direction and are unlined. Along the Project area's southern edge, Pomo Street serves as the northern terminus for Blitzen Road and Cirugu Street. Pomo Street connects directly to US 50 via a one-way, stop-controlled intersection, approximately 0.1 mile west of the Project area, and to SR 89 via a two-way, stop-controlled intersection at the southeastern corner of the Project area.

The existing WIS is located at 2175 Keetak Street in Meyers. The existing station inspects an average of 13 motorized watercrafts per day during the boating season but averages around 26 motorized watercrafts per day in July (LSC Transportation Consultants 2025). The existing WIS is also only open for 6 months out of the year. Over the past 5 years, the number of motorized watercraft using the facility on a single day has peaked at approximately 45 on rare occasions associated with special events, and would result in queuing in the north of Pomo Street. On average, 5 employees are on-site between the hours of 8:00 a.m. and 6:00 p.m. However, for special events — such as the 4th of July or the American Century Celebrity Golf Championship Tournament — a total of 8 employees may be on-site.

A transportation analysis, including VMT calculations, was prepared for the Project (Appendix D).

5.17.2 Regulatory Setting

TRPA Regional Transportation Plan (TRPA 2025b)

The TRPA Regional Transportation Plan's vision is a transportation system that prioritizes bicycling, walking, and transit and serves residents and visitors while contributing to the environmental and socioeconomic health of the Region. Important strategies of the Regional Transportation Plan are to reduce the overall environmental impact of transportation in the Region, create walkable, vibrant communities, and provide alternatives to driving.

Meyers Area Plan (El Dorado County 2018)

The Meyers Area Plan Circulation and Transportation Element defines transportation goals and policies related to transportation on Meyers. Goals include improving circulation and reducing traffic speeds.

5.17.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Less Than Significant Impact

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

5.17.4 Answers to CEQA Checklist Questions

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact

The Project would provide a dedicated and more permanent location for watercraft inspection with adequate queuing distances within interior, on-site roadways to prevent queuing of vehicles on local/regional roadways. In this manner, it supports the goals of the Regional Transportation Plan and the Lake Tahoe region Bicycle and Pedestrian Plan by improving traffic conditions on major arterials, including SR 89 and US 50. In addition, a Traffic Control Plan would be prepared, as described in Section 3.8 (Construction Controls), which would ensure temporary impacts to Pomo Street during construction would not impact or prevent access to the area by residents or emergency services. Further and upon completion, the Project would provide additional on-site connections to existing bicycle and pedestrian trails in the area. Because the Project would create circulation improvements and would not otherwise permanently alter transportation infrastructure or influence user transportation choice, the Project would have a less than significant impact. No mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact

The Project would replace the existing WIS, located approximately 0.1 mile east of the Project area on Keetak Street. Vehicles hauling or carrying watercraft would enter the facility via the proposed western driveway on Pomo Street. This driveway would lead to a queue area within the facility bounds with space for 12 vehicles hauling boats. As noted above, Pomo Street can be accessed via both US 50 to the west and SR 89 to the east.

The Project is not expected to conflict with CEQA Guidelines § 15064.3(b), which addresses VMT. LSC Transportation Consultants prepared a transportation analysis to assess VMT for the Project (LSC Transportation Consultants 2025). As the existing reservation system remains in place, demand for watercraft inspection services would not increase because of construction and operation of the Project. The Project would replace an existing nearby facility. As a result, it would not result in the generation of new/additional trips and would shift existing traffic to the new location where vehicles could be better accommodated. The change in distance of approximately 0.1 mile is not sufficient to generate increased VMT (LSC Transportation Consultants 2025). Further, the Project would provide on-site employee workforce housing. This would reduce the number of employee trips to and from the site during inspection days. On-site housing would also be used for snowplow operators during winter months. However, this would not produce significant additional VMT (Appendix D). Additionally, on-site parking for other employees would also be provided interior to the site, which would reduce the number of

vehicles located along local roadways in the area. Because the Project would provide housing for employees on site and those employees would no longer need to drive to and from the WIS each day, VMT associated with their daily commute would no longer occur. As a result, the Project is anticipated to result in a minor decrease in VMT. Therefore, the Project results in a net reduction in VMT and there would be no conflict with CEQA Guidelines § 15064.3(b). Impacts would be less than significant, and no mitigation is required.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact

The Project does not introduce any hazardous design features or incompatible uses. The proposed facility would be accessed via Pomo Street, which currently has direct and stop-controlled access to and from to US 50 and SR 89. The design of the Project includes adequate queuing space within the Project area and safe connections to existing transportation infrastructure (e.g., Pomo Street) that would ensure that vehicle conflicts with other vehicles, pedestrians, bicyclists, and transit would be minimized and improved compared to existing conditions. The Project would also be designed to accommodate emergency vehicles. The Project would reduce queuing on public roads and would instead provide space within the facility for waiting users. In addition, a Traffic Control Plan would be prepared, as described in Section 3.8.5 (Construction Controls), which would ensure temporary impacts to Pomo Street during construction would not restrict access to emergency services. As such, the Project would not result in an increase (but rather a decrease) in potential hazards related to its operation. The Project would have no impact. No mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact

As noted in Section 3.8.5 (Construction Controls) and prior to Project implementation, the County would prepare a Traffic Control Plan for the Project which would be implemented during construction of the Project and ensure existing emergency service access routes are maintained. The Project's circulation design includes the use of existing local access roadways to the Project area, which would facilitate greater emergency access in the event of a call for service within or near the Project area. Furthermore, turning radii within the roads and paved areas within the Project area would be designed to accommodate maneuverability of large emergency vehicles, including fire trucks and ambulances. Therefore, the Project would have a less than significant impact on emergency access within the Project area or vicinity. No mitigation is required.

5.17.5 TRPA Checklist

Will the Proposal result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
13a) Generation of 650 or more new average daily Vehicle Miles Travelled?	No	The Project would result in a net reduction VMT (LSC Transportation Consultants 2025). Traffic to and from the new facility would replace traffic from the existing facility nearby with no significant change in vehicle trips on US 50 or SR 89. On-site employee housing would slightly reduce VMT.
13b) Changes to existing parking facilities, or demand for new parking?	No	The Project includes queuing space for 12 vehicles hauling boats. The Project replaces an existing facility and is not expected to generate new parking demand.
13c) Substantial impact upon existing transportation systems, including highway, transit, bicycle, or pedestrian facilities?	No	The Project would replace existing facility and would not result in any new trips. It connects to an existing bike path, aligning with regional goals for enhancing active transportation options.
13d) Alterations to present patterns of circulation or movement of people and/or goods?	Yes	The Project would include minor alterations to circulation patterns, as it replaces an existing facility in close proximity. The new facility is designed to accommodate expected traffic, and would reduce impacts to existing circulation patterns on US 50 and SR 89 that result from the existing WIS. Pomo Street at its intersection with US 50 (with Cirugu Street) would see a slightly higher volume of visitors, however, adequate on-site queuing space is incorporated in the design of the Project to ensure queuing vehicles do not impact traffic circulation on Pomo and Cirugu streets.
13e) Alterations to waterborne, rail, or air traffic?	No	The Project would not alter waterborne, rail, or air traffic, as it is a land-based facility replacing an existing watercraft inspection and decontamination facility.

13f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	No	The Project would not modify existing streets or increasing vehicle traffic in the area. It includes safe access from major highways via Pomo Street and is consistent with regional transportation and safety goals. Therefore, the Project is not expected to increase traffic hazards.

5.17.6 NEPA Analysis of Effects

This NEPA analysis discloses the environmental effects of the Proposed Action on transportation, circulation, and emergency access. The analysis relies on and incorporates by reference the setting sections and the CEQA and TRPA IEC transportation impact analysis above.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and the existing watercraft inspection station would continue operating at its current location. Existing circulation patterns, access points, and traffic conditions described in Section 5.17.1 would remain unchanged. Because no new access points, queuing facilities, or circulation improvements would be implemented, the No Action Alternative would result in no new direct, indirect, or cumulative transportation effects attributable to the Proposed Action. Existing queuing and circulation constraints associated with the current facility would persist.

Environmental Effects of the Proposed Action Alternative

Transportation and Circulation

The Proposed Action would relocate the existing WIS approximately 0.1 mile and provide a dedicated facility with internal queuing capacity for vehicles hauling watercraft. As documented in the CEQA analysis, the Proposed Action would not increase vehicle trips and would accommodate vehicles within the Project area rather than on public roadways, thereby improving circulation conditions on Pomo Street and reducing spillback toward US 50 and SR 89 (Sections 5.17.4(a))

Indirect transportation effects, such as growth-inducing traffic increases or changes in regional travel behavior, are not reasonably foreseeable. Demand for inspection services would not increase, the existing reservation system would remain in place, and the Proposed Action would replace an existing nearby facility with the same capacity. On-site workforce housing would reduce employee commute trips, resulting in a minor reduction in vehicle travel, as discussed in 5.17.4(b) and quantified in VMT in the Transportation Study (Appendix D)

Emergency Access

The circulation design within the Project area would accommodate emergency vehicle access and turning movements. During construction, a Traffic Control Plan would be implemented to maintain emergency access routes (Section 5.17.4(d)). The Proposed Action would not introduce hazardous

geometric design features and would reduce existing safety concerns by removing vehicle queuing from public roadways. Emergency access is also addressed in the CEQA analysis included in Section 5.9.4(g) and 5.20.4(a).

The Proposed Action would not require modifications to US 50. The Proposed Action would not result in additional vehicle trips or increased queuing on US 50 or transit operations or facilities subject to federal transit requirements. The Project would have a minor beneficial effect by reducing cars queuing on CA 89 which shares a connection with US 50 adjacent to the Project area.

Transportation conditions in the Meyers area are influenced by regional traffic patterns, seasonal tourism, and special events. The Proposed Action would contribute a minor, localized circulation improvements. As there are no other transportation projects planned within or immediately adjacent to the Project area, the reasonably foreseeable incremental contribution of the Proposed Action to transportation effects would be small and beneficial, and would not result in significant impacts to the regional transportation system.

Determination

The Proposed Alternative would result in a minor reduction in vehicle trips and would improve circulation and safety by internalizing queuing within the Project area. Emergency access would be maintained during construction and operation. The Proposed Action would be consistent with applicable transportation plans and would not adversely affect federal-aid highways or other transportation modes. Accordingly, the Proposed Action would not result in significant direct, indirect, or reasonably foreseeable transportation effects under NEPA.

5.18 Tribal Cultural Resources

5.18.1 Environmental Setting

As of the mid-1800s, the Washoe inhabited the region of the study area. A Hokan-speaking hunting and gathering group, the Washoe inhabited the chain of valleys along the eastern slope of the Sierra Nevada, from Honey Lake to Antelope Valley. The Pine Nut Mountains and the Virginia Range formed the eastern boundary of Washoe territory, while the western boundary extended several miles beyond the Sierra crest.

A great deal of information has been written about Washoe land use in the Tahoe Basin and their use of the region's resources. Lake Tahoe is the center of the Washoe world, both geographically and socially. Legendary and mythological associations to places within the basin are common. Semi-sedentism and higher population densities are reported and may have developed in conjunction with their residential and subsistence resource stability.

The NAHC provided a record search of the SLF and a contact list for regional tribes that may have knowledge of cultural or tribal resources within or immediately adjacent to the Project area. A response was received from the NAHC on September 9, 2024, which indicated a negative SLF result within the vicinity of the APE (i.e., no listed tribal cultural resources).

Inquiry letters were mailed and emailed to the tribes identified by the NAHC (Table 1) on October 14, 2024. Follow-up emails were sent on October 28, 2024, to tribes who did not respond to the initial outreach. On October 14, 2024, NCE submitted an electronic project notification via United Auburn Indian Community's (UAIC) online form. UAIC subsequently declined consultation, and the Washoe Tribe requested archaeological and tribal monitoring. The Wilton Rancheria, Colfax-Todds Valley Consolidated Tribe, and Susanville Indian Rancheria did not respond.

5.18.2 Regulatory Setting

Native American Consultation

In accordance with AB 52, as identified in the PRC Section 21080.3.1(b)(2) of CEQA and Section 106 of the NHPA, Native American tribes identified by the NAHC must be invited to consult on projects. Additionally, the TRPA Code contains requirements for consultation with area tribes (Subsection 67.3.2).

5.18.3 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 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 CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k), or	No Impact
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 PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact with Mitigation Incorporated

5.18.4 Answers to CEQA Checklist Questions

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 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 CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k)?

No Impact

As discussed in Section 5.5 (Cultural Resources), no archaeological or historic resources that could be tribal cultural resources were identified during archival research and records request review. In addition, the NAHC SLF database search did not indicate any known tribal cultural resources in the vicinity. Therefore, there would be no impact, and no mitigation is required.

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 PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact with Mitigation Incorporated

As discussed in Section 5.5 (Cultural Resources), no archaeological or historic resources that could be tribal cultural resources were identified during archival research and records request review. The survey of the APE provided no indication of extant, undiscovered cultural material or eligible historic resources.

However, the Washoe Tribe identified that there may be potential for tribal cultural resources within the Project area. The Project would implement TRPA Resource Projection BMPs as outlined in Section 3.8.3 "Cultural and Tribal Cultural Resources," and however, the Washoe Tribe has indicated that tribal cultural resource monitoring may be required. As a result, the impact is considered potentially significant.

Mitigation Measures

TCR-1: The County will enact the following measures related to tribal cultural resources:

1. Construction Monitoring. The Washoe Tribe of California and Nevada has requested, and the County has agreed, to tribal cultural resources monitoring during ground disturbing construction activities. The County will prepare a monitoring plan and provide it to the Tribe prior to commencing construction, and shall continue coordination with the Tribe up to and during ground disturbing activities of the Project concerning the avoidance and protection of Tribal Cultural Resources that may be impacted.
2. Inadvertent Discoveries. The following measure is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources during the Project's ground disturbing activities. An inadvertent discovery plan will be included in the monitoring plan:
    a. If any suspected tribal cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the discovery, or an agreed upon distance based on the Project area and nature of the find. A qualified professional archaeologist and a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a tribal cultural resources (PRC § 21074). The Tribal Representative or qualified archaeologist will make recommendations for further evaluation and treatment as necessary.
    b. The contractor shall implement any measures deemed by the County to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.
    c. Work at the discovery location shall not resume until all necessary investigation and evaluation of the discovery have been satisfied.
3. Human Remains. In the event human remains are discovered, all work shall cease immediately, and the County, TRPA, and the Washoe Tribe of Nevada and California shall be informed. All measures shall be made to secure and protect areas in which human remains and funeral objects are discovered. Construction workers and/or contractors or subcontractors on the job site will not be permitted to take photographs of human remains, or funeral objects. Resources are not to be moved or taken from the Project area and work should not resume until authorized.

    The County Coroner and local law enforcement will be notified according to Section 5097.98 of the State PRC and Section 7050.5 of California's Health and Safety Code to conduct proper evaluation and treatment of remains. The coroner and the law enforcement agency

will evaluate the discovery to determine whether it is a crime scene or a burial. If the remains are determined to be Native American, the coroner will notify the NAHC, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

If human remains are determined to be associated with a burial, the County will notify the State Historic Preservation Office (SHPO) and will work with SHPO to determine measures to take. That office will contact the appropriate tribal representatives and consult on the disposition of the remains and any associated artifacts.

Significance After Mitigation

Implementation of **Mitigation Measure TCR-1** would ensure that any tribal cultural resources that may be located on-site would be identified immediately by qualified personnel and evaluated. Further, implementation of California Health and Safety Code provisions, as well as the construction controls identified in Section 4.9.3 above, would require the performance of professionally accepted and legally compliant procedures for the identification and protection of tribal cultural resources associated with the Project and appropriate treatment of any encountered tribal cultural resources. With implementation of **Mitigation Measure TCR-1**, construction controls, and adherence to legally required procedures, impacts would be less than significant.

5.18.5 TRPA Checklist

Will the Project result in:

TRPA Initial Environmental Checklist Item	Answers	Discussion
20a) An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object, or building?	No, with Mitigation	See discussion in Section 5.18.4(a)(ii), above. Consultation with the Washoe Tribe identified that the Project area contains the potential for undiscovered tribal cultural resources that could be affected by the Project. TRPA Resource Projection BMPs as outlined in Section 3.8.3 "Cultural and Tribal Cultural Resources," and **Mitigation Measure TCR-1** have been agreed to by the County to provide for ongoing Native American consultation, coordination, and construction monitoring to ensure any resources encountered during construction are protected.
20b) Is the Project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	No	See discussion in Section 5.18.4(a)(ii), above. No historic resources were identified during archival research and records request review. The survey of the APE provided no indication of extant, undiscovered cultural material or eligible historic resources.
20d) Does the Project have the potential to cause a physical change which would affect unique ethnic cultural values?	No, with Mitigation	Please refer to Section 5.18.5(20a).
20e) Will the Project restrict historic or pre-historic religious or sacred uses within the potential impact area?	No, with Mitigation	Please refer to Section 5.18.5(20a).

5.18.6 NEPA Analysis of Effects

This NEPA analysis evaluates the environmental effects of the Proposed Action on archaeological resources, which may include tribal cultural resources. Per USFWS guidance, this analysis would normally be categorized as a "Cultural and Historic Resource" and evaluated as "Archaeological Resources." The analysis incorporates Section 5.5 by reference. TRPA Resource Protection BMPs (Section 3.8.3) and **Mitigation Measure TCR-1**, are relied upon to inform NEPA effect conclusions.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and no ground disturbing activities would occur within the Project area. Existing conditions would remain consistent with the Environmental Setting described in Sections 5.5 and 5.18. Because no construction or soil

disturbance would occur, the No Action Alternative would result in no direct, indirect, or reasonably foreseeable effects to archaeological resources.

Environmental Effects of the Proposed Action Alternative

Archaeological Resources

As documented in Section 5.5 and 5.18, records searches, archival review, and an intensive pedestrian survey identified no prehistoric or historic archaeological resources within the APE, and the NAHC SLF search returned negative results for listed resources in the vicinity. These findings are consistent with the disturbed character of portions of the Project area resulting from prior transportation, utility, and infrastructure development.

Because no archaeological resources were identified, implementation of the Proposed Action would not result in direct or indirect effects to known archaeological resources. Indirect effects such as vibration, access-related degradation, or secondary disturbance are not anticipated because no resources are known to occur within the Project area and the Proposed Action would occur within a disturbed corridor.

Although survey results did not identify cultural material, consultation with the Washoe Tribe indicated the potential for previously unidentified archaeological or tribal cultural resources within the Project area. Accordingly, the only potential effect associated with the Proposed Action is inadvertent discovery during ground disturbing activities. This potential is addressed through implementation of TRPA Resource Protection BMPs (Section 3.8.3) and **Mitigation Measure TCR-1**. The incorporation of BMPs and implementation of **Mitigation Measure TCR-1** would ensure that no substantial adverse effects on archaeological resources occur.

Assembly Bill AB-52 Tribal Cultural Resources

AB-52 and Section 106 of the NHPA requires that CEQA lead agencies consult with California Native American tribes regarding potential impacts of a project to tribal cultural resources. Native American tribe outreach has been completed and is described in Section 5.18.1 and Section 5.18.4(b)(ii).

Determination

The only potential effect associated with the Proposed Action is inadvertent discovery of previously unidentified archaeological or tribal cultural resources during ground disturbance. That effect would be minimized through TRPA Resource Protection BMPs and **Mitigation Measure TCR-1**. Therefore, the Proposed Action would result in only a minor effect on archaeological resources, should they be discovered during implementation of the Proposed Action.

5.19 Utilities, Service Systems, and Energy

5.19.1 Setting

Water and Wastewater

The Project area overlies the TVS Groundwater Subbasin (California Department of Water Resources 2018). The subbasin is managed by the STPUD. Groundwater from the TVS is the primary source of water for the area (STPUD 2021). The Project area is connected to STPUD water main which underlies Pomo Street with a single meter box.

Sewage collection and treatment is provided in the vicinity by STPUD. The Sanitary Sewer Collection System includes 312 miles of sewer gravity main, 106 miles of sewer laterals, 20 miles of pressurized sewer transmission lines; and 43 pump stations to convey all the wastewater to the wastewater treatment plant. All secondary treated effluent is exported 30 miles to Alpine County for agricultural use (STPUD 2020). The Project area contains 2 commercial service and 2 domestic service connections to the STPUD sewage gravity main which underlies Pomo Street.

Stormwater Drainage

The Water Quality Chapter of the Regional Plan prohibits the discharge of wastewater into Lake Tahoe, its tributaries, or groundwater. Rudimentary stormwater ditches run along Pomo Street.

Electricity and Natural Gas

Electricity is provided to the area by Liberty Utilities, and natural gas is provided by Southwest Gas. Overhead utility poles managed by Liberty Utilities support electrical lines along through the center of the Project area.

Telecommunications

Telecommunication services are provided by several companies, including AT&T and Charter. These companies provide television, internet, and telephone connection services to the residences and other buildings in the vicinity of the Project area. Some of these lines have been converted to underground facilities (El Dorado County 2018). A fiber optic cable, owned and operated by AT&T, is located within the US 50 ROW, adjacent to the Project area.

Solid Waste

The community of Meyers is within El Dorado County South Tahoe Refuse Area A. South Tahoe Refuse is under contract with this portion of El Dorado County to collect solid waste from area households and businesses as well as to process and transfer all solid waste for disposal or recycling. South Tahoe Refuse's main facility, which consists of a transfer station, materials recovery facility, and the Tahoe Basin Container Service, has a total permitted capacity of 370 tons per day, but currently receives 200 to 250 tons per day. Solid waste is transported to Lockwood Regional Landfill in Storey County, Nevada, which receives approximately 4,000 tons per day and has a lifespan of approximately 150 years.

5.19.2 CEQA Checklist Summary

Would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant Impact

5.19.3 Answers to CEQA Checklist Questions

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact

The Project area is anticipated to be served by STPUD, South Tahoe Refuse, Liberty Utilities, and various telecommunication providers. Infrastructure for these services is present within the vicinity of the Project area. The Project would also make a connection to STPUD sewage infrastructure.

Water

Project water requirements would be less than significant as discussed in Section 5.10.3(a), and would not require STPUD to withdraw water in excess of planned amounts, or require new infrastructure such as water mains, due to the Project's proximity to connection points of existing water mains. A STPUD water main underlies Pomo Street and is connected to the Project area via a single meter box connection.

As discussed in Section 5.10 (Hydrology), water is supplied to the Project area by STPUD, which extracts water from the South Tahoe Subbasin. STPUD's 2025 Groundwater Management Plan establishes a safe pumping yield of 9,528 acre-feet per year (AFY), without exceeding the rate of groundwater replenishment. Historical and current groundwater demand remains below this value and has generally declined since 2007 (STPUD 2025). Following the adoption of the Sustainable Groundwater Management Act (SGMA), STPUD has incorporated updated sustainability criteria consistent with SGMA

requirements. The established sustainable yield as defined by SGMA must not exceed the basin's average annual recharge, which was approximately 39,000 AFY between 1983 and 2015. The total available groundwater for extraction in the Tahoe South Subbasin, which the Project area overlies, is estimated at 32,050 AFY. STPUDs groundwater extraction remains well below these levels (STPUD 2021). The Project would result in a minor increase in water demand relative to regional supply capacity. Therefore, the Project's water needs can be accommodated without affecting STPUD infrastructure beyond the planned installation of a connection to an existing water main as part of the Project.

Wastewater

Wastewater is conveyed from the site to the STPUD Sanitary Sewer Collection System. The permitted wet-weather flow into the STPUD wastewater plant is 18.5 million gallons per day (MGD). The peak season for the WIS is summer. The Project is in the Upper Truckee 18 Sewer Basin which is included in the larger Upper Truckee region in the Sewer Management Plan. Currently, the Dry Weather Flow (DWF) for the region is 850 gallons per minute (GPM), and 2,480 GPM of flow is expected during a 10-year storm. When calculating daily flows, with 1,440 minutes in a 24-hour period (or "day"), the Upper Truckee region would generate sewage flows of approximately 1.2 MGD DWF and 3.6 MGD during a 10-year storm event.

The Tahoe-Truckee Sanitation Agency, which is another manager of sewage in the Tahoe region, estimates each equivalent dwelling unit (an estimated sewage production unit, effectively a measure of average household sewage output) produces 200 gallons per day (GPD) (2024). The Project would provide 6, 1-2 bedroom apartments. Based on Department of Finance records, average household size is approximately 2.2 individuals (DOF 2025). With 6 units, approximately 14 people can be expected to reside on site at maximum. However, because multiple employees already reside in the area, not all 14 residents would represent increased contributions of sewage to STPUD. Assuming half of the 5 regular season employees are already residing in the area, maximum estimated increase in sewage volume can be estimated at 11 people.

Using the estimated household size provided by the DOF, overall sewage volume increase as a result of the Project would be 5 equivalent dwelling units (*11 people/2.2 people*), or 1,000 GPD (*200 GPD*5*). Compared to average DWF and a 10-year storm event, the Project would contribute approximately 0.08% and 0.03% more sewage relative to existing conditions, respectively. An increase in sewage volume of 0.08% during DWF or 0.03% during a 10-year storm event would have minimal impact and would not cause the STPUD Sanitary Sewer Collection System to exceed its current projected limits. In addition, as discussed in Section 5.14 "Population and Housing," the increase in population as part of the Project is within the expected growth for the region (El Dorado County 2024c). There would be a less than significant impact on sewage and wastewater systems.

Stormwater

As discussed in Section 5.10 "Hydrology," stormwater is currently, and will continue to be treated on-site. The Project would improve stormwater capture systems within the Project area. Consistent with NPDES requirements, on-site stormwater systems would be designed to collect and handle all stormwater flows generated within the Project area and storing them in a central stormwater basin with capability for groundwater recharge. As a result of regulatory compliance, additional stormwater

facilities, beyond those already included as part of the Project, would not be required, and impacts would be less than significant.

Natural Gas

The Project would connect to an existing Southwest Gas main which underlies Pomo Street. The Project would connect to existing infrastructure and would not include any new types of natural gas use not already present in the Project area or surrounding area.

Electric Power and Telecommunications

Liberty Utilities powerlines bisect the Project area. As noted above, the Project may include undergrounding of the existing powerlines within the Project area but would not remove or otherwise modify existing infrastructure. The Project would also require a connection to the Liberty Utilities electrical system. Impacts from electrical use are expected to be negligible as the Project would replace an existing facility on the same electrical system. Various telecommunication providers serve the Project area. Charter and ATT communication lines overly the Project area along the existing electrical utility easement. The Project would connect to existing electrical and telecommunications infrastructure and would not include any new types of electricity or telecommunications use not already present in the Project area and surrounding area. Therefore, there would be no significant impact on such systems.

Overall and with respect to the Project's demand for additional utilities, the Project would not necessitate the construction of additional utility infrastructure beyond what is already available or otherwise provided as part of the Project. Impacts would be less than significant, and no mitigation is required.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact

As discussed in 5.10.3(a), Groundwater is the primary source of water for most communities in the Lake Tahoe Basin, and recent data indicate that groundwater levels have remained stable, suggesting that adequate water supplies are available (STPUD 2019). Furthermore, the STPUD Urban Groundwater Management Plan predicts a significant quantity of groundwater available for use (STPUD 2021). As discussed above in CEQA Checklist Question (a), the Project would result in a minor increase in water demand relative to regional supply capacity because the majority of the Project water usage will replace existing use, and the minor population increase that would resolve from housing proposed as part of the Project would have a less than significant on water supplies in the region. STPUD currently utilizes approximately 25% of its available water supply, and as a result, adequate capacity is available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. The Project would have a less than significant impact. No mitigation is required.

c) Would the project 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?

Less Than Significant Impact

Based on remaining available capacity of existing wastewater infrastructure and the minor increase anticipated as part of the project, adequate capacity is anticipated to be available to serve the project. Please refer to Section 5.19.3(a) "Wastewater," for detailed analysis of Project wastewater generation. Impacts would be less than significant, and no mitigation is required.

d) Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact

Construction activities associated with the Project would generate solid waste requiring disposal at area landfills. Waste generated during Project construction would include vegetation debris, wood, and other building materials. These materials would be sent to the El Dorado Disposal-Materials Recovery and Disposal Facility. Graded soils during construction would be used as backfill materials at the site of origin to the maximum extent possible. Soils unsuitable for backfill use would be disposed of in available city landfills.

The Project area is already within the South Tahoe Refuse service area and would utilize solid waste collection services during Project operation. Additionally, the local landfill is not currently experiencing shortages in available capacity.

Whereas current laws and local regulations require recycling to the extent feasible, the Project would not 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.

Waste generation from construction would be temporary and would not reduce available capacities at existing landfills. The Project would not produce substantial volumes of waste, and compliance with existing regulations for diversion would minimize the materials sent to local landfills. Disposal of construction waste would comply with federal, state, and local statutes and regulations related to solid waste. Future waste from residential use would be separated into waste, recyclables, and compost per AB 1826 and El Dorado County Code No. 4319; therefore, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact

Please refer to 5.19.3(d) for discussion of solid waste production and management related to the Project.

5.19.4 TRPA Checklist

Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to the following utilities:

TRPA Initial Environmental Checklist Item	Answers	Discussion
16a) Power or natural gas?	No	The Project would not require a need for new gas or electric utility systems, nor would it require significant alteration of such systems. Please see 5.19.3(a) for further detail.
16b) Communication systems?	No	The Project would not require a need for new communication systems, nor would it require significant alteration of such systems. Please see Section 5.19.3(a) for further detail.
16c) Utilize additional water which amount would exceed the maximum permitted capacity of the service provider?	No	Please refer to Section 5.19.3(a) and Section 5.10 “Hydrology.”
16d) Utilize additional sewage treatment capacity which amount would exceed the maximum permitted capacity of the sewage treatment provider?	No	The Project would produce a minor increase in sewage output compared to the existing watercraft inspection station, however, the increase would be minor and would not exceed the maximum capacity of the STPUD wastewater system.
16e) Storm water drainage?	No	Please refer to Section 5.19.3(a) and Section 5.10 “Hydrology” for details about stormwater management for the Project.

16f) Solid waste and disposal?	No	The Project area is already within the South Tahoe Refuse service area and would utilize solid waste collection services during Project operation. The existing watercraft inspection station is also served by South Tahoe Refuse, therefore waste generated by the Project would not increase waste being collected as the Project would replace the existing watercraft inspection station. The Project would generate vegetation and soil debris, and normal construction waste, which would be disposed of in the local landfill. The local landfill is not currently experiencing shortages in available capacity. Housing proposed as part of the Project would not involve all new residents, as many employees currently reside within the South Tahoe Refuse service area. The potential minor increase in population would not cause a significant increase of waste disposal, which would cause existing solid waste disposal systems to exceed existing capacity.

5.20 Wildfire

5.20.1 Environmental Setting

The Project area currently consists of mixed conifer forest with an understory dominated mostly by grasses, forbs, and sagebrush. As noted in Section 5.9.1, the Project is in a Very High FHSZ of an SRA (CAL FIRE 2024). Currently, water for firefighting is supplied to the Project area by a fire hydrant located near the intersection of Cirugu Street and Pomo Street. Refer to Section 5.9.1 (Hazards and Hazardous Materials) for further information regarding existing wildland fire hazards in the Project area.

5.20.2 Regulatory Setting

Refer to Section 5.9.2 for a discussion of regulations pertaining to wildfire that are applicable to the Project.

5.20.3 CEQA Checklist Questions

If located in or near state responsibility areas or lands classified as Very High FHSZs, would the Project:

CEQA Environmental Checklist Item	Impact Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact

5.20.4 Answers to CEQA Checklist Questions

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact

The Project would involve the relocation of existing watercraft inspect activities to a site where adequate queuing distances can be provided. The Project area, as shown in **Figure 3** (Proposed Site Plan), would provide a queuing area that would extend from the Project area's southwestern edge and extend through the site, thereby allowing for queuing of up to 15 boats. In addition, on-site employee parking and on-site employee housing would be provided, which would reduce vehicles associated with watercraft inspection activities from driving to and from the Project area and parking along local roadways, thereby increasing emergency access in the vicinity of the Project area. Further, the Project

would not alter any existing roads, construct new roads, or otherwise modify infrastructure required for use during an evacuation. As such, the Project would not impair and may improve implementation of current emergency response/evacuation plans by reducing potential queuing and congestion in the area. As discussed in Section 5.9.3 (f), impacts would be less than significant, and no mitigation is required.

b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact

Multiple factors affect wildfire risk of an area. Density influences the likelihood of fire ignition or spread. Wildfire risk is higher in low-intermediate density development because Project features typically do not remove or substantially fragment wildland vegetation to disrupt fire spread. While low-density developments consist of fewer structures and residences, there remains a sufficient risk of ignition from people present in areas developed as such. Geographic hazards also play a role in wildfire risk. Location of a project adjacent to natural or engineered fire breaks, and the projects accessibility to firefighting services influences a projects risk of damage from active fires (California Office of the Attorney General 2022).

The Project would constitute intermediate – high density development and is located in an area with varying levels of surrounding development, including forested lands and low-density development within the vicinity of the Project area. US 50 and SR 89 run adjacent to the northern and eastern boundaries of the Project area. These roadways function as breaks in wildland vegetation that could reduce the potential for wildfire spread. In addition, both highways serve as designated evacuation routes and are readily accessible from the Project area, either on foot via a short walk through the Caltrans ROW or by vehicle via Pomo Street. The aforementioned highways and Pomo Street, alongside the network of nearby local streets, would allow firefighters to rapidly access the Project area during an active fire. These conditions are like conditions at the existing WIS located approximately 550 feet east of the Project area.

Infrastructure also influence fire risk of a site. Aboveground powerlines have a much higher chance of fire than those which have been underfunded. Liberty Utilities electrical lines are present within the Project area and may be undergrounded as part of the Project. Undergrounding the lines would further reduce existing fire risk, but even if that were not to occur, no on-site structures would be placed within the existing utility easement. The area underneath these lines, a utility easement, is and would be maintained as a cleared area, and surrounding forested areas within the Project area are thinned to reduce fire risk.

Another factor which influences wildfire risk is access to water at the Project site. The Project would connect to existing STPUD infrastructure and would replace the water use of the existing WIS. The closest fire hydrant is located at the intersection of Cirugu Street and Pomo Street, immediately adjacent to the west edge of the Project area. In addition, the primary activity conducted within the Project area, decontamination of watercraft, would involve using hoses which spray heated water. While not intended for firefighting purposes, because the decontamination equipment would be readily

accessible to employees during decontamination activities, it would allow an additional means of controlling/preventing ignitions or small fires, which would reduce the risk of wildfire within the Project area. The Project would be designed to provide adequate water flow for official firefighting purposes.

Because the Project site is within a Very High FHSZ of an SRA, as a condition of Project approval, a Project-specific WUI Fire Safe Plan must be prepared for the Project, per Policy 6.2.2.2 of the Safety Element of the El Dorado County General Plan. The Fire Safe Plan would include measures to minimize potential wildfire hazards, including a site-specific evacuation plan for the Project area.

In addition, and as noted above, implementation of the Project would not alter any roadways, access points, or otherwise degrade traffic operations and access to the area in such a way as to interfere with an existing emergency response or evacuation plan. The Project would be required to adhere to all fire prevention and protection requirements and regulations of El Dorado County including the El Dorado County Fire Hazard Ordinance and the Uniform Fire Code. The Project applicant would also be required to maintain 'defensible space' around Project structures. Due to compliance with existing regulations, the Project would not exacerbate wildfire risk in the area or expose Project occupants to wildfire-related hazards. Impacts would be less than significant, and no mitigation is required.

c) Would the project 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?

Less than Significant Impact

The Project would not involve the installation of components such as roads, fuel breaks, emergency water sources, power lines or other utilities. The existing Liberty Utilities power lines would not be removed or altered as part of the Project. A connection to existing STPUD water infrastructure would be required, however as discussed in Section 5.10 "Hydrology and Water Quality," the Project would involve a shift in location of water demand of the existing watercraft inspection facility, and the projected demand of the proposed on-site employee housing would not require a new emergency water source. A fire hydrant is already located adjacent to the site, and the Project would be designed to provide adequate water flow for firefighting. Firefighting services are located within the immediate vicinity of the Project area, and those services already serve the existing facility located approximately 0.1 mile away. Furthermore, the Project would include a stormwater retention basin which would allow for groundwater recharge, which would reduce the Project's impacts on water supply. Therefore, the Project would not include infrastructure that may exacerbate fire risk. Through compliance with existing regulations, including compliance with defensible space requirements, impacts would be less than significant. No mitigation is required.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact

As discussed in depth in Section 5.10 (Hydrology and Water Quality), construction of the Project would require some ground disturbance, but all areas would be stabilized during construction and operation.

Furthermore, the Project area is located within a relatively flat area and is not subject to geologic hazards such as landslides or unstable soils. The Project area does not contain burn scars or steep terrain that would be subject to post-fire instability. As a result, the Project would not result in additional risk of flooding, landslides and post-fire slope instability because of wildfire. Impacts would be less than significant, and no mitigation is required.

5.21 Mandatory Findings of Significance

5.21.1 CEQA Checklist Summary

CEQA Environmental Checklist Item	Impact Determination
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?	Less Than Significant Impact with Mitigation Incorporated
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, or the effects of probable future projects.)	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact with Mitigation Incorporated

5.21.2 Answers to CEQA Checklist Questions

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?

Less Than Significant Impact with Mitigation Incorporated

As discussed in Sections 5.4 (Biological Resources), 5.5 (Cultural Resources), 5.9 (Hazards and Hazardous Materials), and 5.18 (Tribal Cultural Resources), the Project would result in temporary and localized impacts associated primarily with vegetation removal, site grading, and construction activities on previously disturbed land. The Project area supports common native vegetation communities that are typical of the surrounding developed and semi-developed landscape, and habitat quality has been reduced due to existing disturbances, adjacent paved surfaces, utility easements, and adjacent transportation infrastructure. No USFWS or CDFW protected special status species or habitat for special status species occurs within the Project area. As mitigated through **Mitigation Measure BIO-1** through **BIO-3**, no USFWS or CDFW rare, threatened, or endangered species or habitat for such species would be adversely impacted by the Project. Biological resource protection measures including pre-construction surveys and construction controls to protect locally protected tree species as described in the mitigation measures would be implemented.

As mitigated through measures **TCR-1**, no tribal cultural resources would be adversely impacted by the Project. Inadvertent discovery protocols are also required by TRPA, as described in the Project Description, which further ensure a less than significant effect on tribal cultural resources.

Potential impacts to biological resources, cultural resources, and tribal cultural resources were identified; however, these impacts would be reduced to a less than significant level through implementation of Project-specific mitigation measures and standard construction controls. With mitigation incorporated, the Project would not substantially degrade environmental quality, reduce wildlife habitat to non-self-sustaining levels, threaten the continued existence of plant or animal communities, or eliminate important examples of California or Nevada history or prehistory. With implementation of the aforementioned mitigation measures, the Project would not result have the potential to substantially degrade the existing environment. No additional mitigation is required.

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, or the effects of probable future projects.?

Less Than Significant Impact

The Project would not be considered cumulatively considerable with other projects located in the area due to its relatively isolated location and lack of planned development nearby within the unincorporated community of Meyers. Further, the Project (as demonstrated above) would not result in an exceedance for any criteria air pollutant for which the region is in non-attainment; therefore, there would be no cumulatively considerable net increase in criteria pollutants or GHGs. The Project would also not contribute to a significant loss of cultural, biological resources, water quality, or degradation of regional VMT. Therefore, the Project would not result in significant impacts that are individually limited but cumulatively considerable. No mitigation is required.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact with Mitigation Incorporated

As discussed throughout this environmental checklist, the Project is not anticipated to in substantial adverse effects on human beings related to air quality, hazardous materials, and most other issue areas. With respect to noise, the Project would result in perceivable sound levels during construction, which could be considered to effect human beings. However, with implementation of **Mitigation Measure NOI-1**, on-site noise levels would be minimized by locating equipment as far as feasible from nearby residences (to the east and south) and adhering to allowable hours of construction. As such, potential direct or indirect effects on human beings are not anticipated to be substantially adverse and would be consistent with the urban/suburban environment of the Meyers community. With the aforementioned mitigation measure, impacts would be less than significant. No additional mitigation is required.

5.21.3 TRPA Checklist

TRPA Initial Environmental Checklist Item	Answers	Discussion
21a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	No, with Mitigation	Please refer to discussion and analysis for Section 5.21.2(a) above.
21b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts would endure well into the future.)	No	The Project replaces an existing facility designed to protect Lake Tahoe water quality and biological resources within the Lake Tahoe Basin. The original facility was intended for temporary use; the Project would replace that facility with one designed for longevity. The Project would be capable of managing all stormwater on-site, and would also include employee housing to reduce VMT, increase employee housing stock in the Tahoe Basin, and help ensure that the facility is able to retain staff to support operation. While the Project would result in short-term temporary impacts such as increased noise from construction, the Project has been designed to operate as independently as possible, and to facilitate a reduction in long-term environmental effects of AIS introduction in the Lake Tahoe Basin. In addition, short-term impacts including those from Project construction have been mitigated to a less than significant level.
21c) Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	No, with Mitigation	Please refer to discussion and analysis for Section 5.21.2(b) above.

21d) Does the project have environmental impacts which would cause substantial adverse effects on human being, either directly or indirectly?	No, with Mitigation	Please refer to discussion and analysis for Section 5.21.2(c) above.

5.21.4 NEPA Analysis of Effects

Reasonably Foreseeable Effects

Under NEPA, a reasonably foreseeable effect is the effect on the environment that results from the incremental effect of the Proposed Action when added to the effects of other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes the other actions and regardless of land ownership on which the other actions occur. An individual action when considered alone may not have a significant effect, but when its effects are considered in sum with the effects of other past, present, and reasonably foreseeable future actions, the effects may be significant (40 CFR 1508.7, 1508.8).

Reasonably foreseeable effects can result from individually minor, but collectively significant actions taking place over a period of time. Reasonably foreseeable effects are commonly confused with indirect effects. Reasonably foreseeable effects analysis analyzes other past, present and reasonably foreseeable future actions, by the USFWS as well as other agencies.

Reasonably foreseeable effects are those additive effects to resources on the landscape from:

- The actions proposed in this Project (as an additive effect) when combined with
- The effects of:
    - past projects,
    - currently active projects, and
    - projects that are planned in the foreseeable future.

The NEPA analysis within this document relies on current environmental conditions as a proxy for the impacts of past actions. This is because existing conditions reflect the aggregate impact of all prior human actions and natural events that have affected the environment (and might contribute to reasonably foreseeable effects).

The reasonably foreseeable future actions used in the cumulative analysis are limited to projects that are funded and have progressed in the planning stages sufficiently to clearly identify the anticipated direct and indirect environmental effects. There are no such notable projects which are planned to occur, or have occurred within the Project area, or immediate vicinity.

Projects where the implementation may take place at some undefined point in the future and/or have unformed proposed actions which do not yet have specific environmental consequences cannot be reasonably included in the analysis. If the specific location, action, direct and indirect effects, and timing cannot be predicted with some degree of certainty, then including that project in the analysis is only speculative – which may lead to inaccurate cumulative effects analyses. Future actions are only included if their impacts are forecasted to occur before the impacts of the Proposed Action have ended.

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and no changes would occur within the Project area. Existing conditions would remain consistent with the Environmental Settings described in the previous sections.

Environmental Effects of the Proposed Action Alternative

The Proposed Action would not have reasonably foreseeable effects on the quality of the human environment. As discussed in Sections 5.4 (Biological Resources), 5.5 (Cultural Resources), 5.9 (Hazards and Hazardous Materials), and 5.18 (Tribal Cultural Resources), the Proposed Action would result in temporary, localized impacts primarily associated with vegetation removal, site grading, and construction activities within an area that has been previously disturbed and influenced by existing development, utility corridors, and adjacent transportation infrastructure.

With implementation of **Mitigation Measures BIO-1** through **BIO-3**, and construction controls, the Proposed Action would not adversely affect rare, threatened, or endangered species or substantially reduce wildlife habitat to non-self-sustaining levels. Potential impacts to cultural and tribal cultural resources were identified; however, with implementation of **Mitigation Measure TCR-1** and adherence to inadvertent discovery protocols required by the TRPA, no adverse effects on cultural or tribal cultural resources would occur. The Proposed Action would not result in exceedances of criteria air pollutants or greenhouse gas thresholds, and therefore would not contribute to a cumulatively considerable increase in regional emissions. The Proposed Action would not contribute to cumulative losses of biological resources, cultural resources, tribal cultural resources, water quality, or regional VMT.

The Proposed Action would not result in impacts that are individually limited but cumulatively considerable. The Proposed Action is located within an isolated portion of the unincorporated community of Meyers, with no other planned or reasonably foreseeable development projects in the immediate vicinity that would contribute to cumulative impacts.

Effects on Human Health and Safety

The Proposed Action would not cause substantial adverse effects on human beings, either directly or indirectly. As discussed throughout the environmental analysis, the Proposed Action would not result in significant impacts related to air quality (Section 5.3), hazardous materials (Section 5.9), or other public health and safety considerations (Sections 5.9.6, 5.13).

Construction activities would result in temporary increase in noise levels that could affect nearby residents. However, with implementation of **Mitigation Measure NOI-1**, including restrictions on construction hours and the placement of equipment as far as feasible from nearby residences, construction noise impacts would be minimized. With implementation of the aforementioned mitigation, the Proposed Action would not result in substantial adverse effects on human beings.

Comparison of Alternatives

Environmental Effects of the No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and no changes would occur within the Project area. Existing conditions would remain as described in the Environmental

Setting sections throughout this document. Temporary and aging infrastructure would continue to operate in its current condition, and opportunities to improve long-term environmental protection, operational efficiency, and reduced indirect effects would not be realized.

Environmental Effects of the Proposed Action Alternative

As discussed in above and in Sections 5.21.2(a), (b), and (c), the Proposed Action would result in temporary, localized impacts during construction; however, these impacts would be reduced to less than significant levels through implementation of Project-specific mitigation measures and standard construction controls. There are no other reasonably foreseeable future projects within the Project area that would contribute to cumulative impacts.

The Proposed Action would provide long-term environmental benefits, including improved operational efficiency and reduced potential for adverse environmental effects, while avoiding significant impacts to biological resources, cultural resources, tribal cultural resources, and human health and safety.

6 Coordination and Consultation

6.1.1 Tribal Consultation

Native American correspondence was initiated with a letter to the NAHC. The letter requested a search of their SLF and a contact list for regional tribes that may have knowledge of tribal cultural resources within or immediately adjacent to the APE. A response was received from the NAHC on September 9, 2024, which indicated negative SLF results for the APE and its immediate vicinity.

Native American correspondence was initiated on October 14, 2024, to request consultation with all tribes affiliated with the Project area. Follow-up emails were sent on October 28, 2024, to tribes who did not respond to the initial outreach. On October 28, 2024, the Washoe Tribe of Nevada and California responded that they require a Cultural Monitor to be present during ground disturbance activity. UAIC of the Auburn Rancheria deferred consultation to the Washoe Tribe on October 14, 2024. The Colfax-Todds Valley Consolidated Tribe, Susanville Indian Rancheria and Wilton Rancheria have not responded to date. Additional responses, if received during the public comment period, will be considered and included as part of the administrative record for the Project.

6.1.2 Scoping

Formal public scoping was not conducted as part of preparation of this document. CEQA does not require formal scoping prior to preparing an IS/MND, and scoping is not required under NEPA or for a TRPA IEC.

El Dorado County staff did conduct a public information meeting to discuss consideration of the Project for local community members on October 14, 2024, at the Lake Valley Fire Protection District Training Room (2211 Keetak Street in the City of South Lake Tahoe). The meeting was also available via Zoom. Public comment received during the meeting included requests for consideration of potential impacts to the surrounding neighborhood, including visual, traffic, and safety, and whether the Project could be accessed via US 50 instead of Pomo Street. The County will also be conducting an additional public information meeting on May 4, 2026, for the Project.

7 Certification Statement

This EA has been developed pursuant to the NEPA (42 U.S.C. *4321 et seq.*), the Department of the Interior NEPA (DOI) NEPA Regulations (43 CFR 46), the U.S. Department of the Interior Handbook of NEPA Implementing Procedures (516 DM 1), the Service policy (550 Service Manual or FW), and other applicable federal and state laws and regulations.

8 Mitigation Monitoring and Reporting Plan

CEQA requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on, and monitoring of, mitigation measures adopted as part of the environmental review process. This MMRP is designed to aid the County in their implementation and monitoring of measures proposed in the IS for the Project.

Table 7 provides details of the MMRP. The mitigation measures are taken from the IS and are assigned the same number as in the IS. The MMRP describes the steps that must take place to implement each mitigation measure, the timing of those requirements, and the entities responsible for implementing and monitoring the requirements.

Table 7. Mitigation Monitoring and Reporting Plan

Mitigation Measure	Mitigation Activities	Implemented By	Monitored By	Timing and Frequency	Verification of Compliance
BIO-1	All Sierra juniper trees located outside the immediate footprint or essential work area of Project components will be protected and avoided regardless of diameter at breast height. Sierra junipers that occur within the immediate footprint or essential work area of Project components (e.g., buildings, decontamination area, or other permanent infrastructure) may be removed where avoidance is infeasible. Any such removal will occur in compliance with the Meyers Area Plan and TRPA Code of Ordinances and will require all applicable permits and approvals prior to removal. Temporary construction uses, such as staging areas, shall not qualify as essential work area requiring tree removal. At a minimum and prior to construction, orange construction limit fencing will be installed around the entire dripline of each on-site tree within 20 feet of the limits of construction. No ground disturbance, soil compaction, construction of structures, or staging or storage of construction materials will occur within the fenced protection area. Existing grade around each juniper will be maintained to at least the edge of the tree's dripline.	Contractor	El Dorado County	Prior to and during construction	
BIO-2	To prevent the spread of invasive species, the Project proponent will treat and/or remove invasive plants in the Project area prior to construction. Any construction equipment and materials that enter the Project area will be cleaned, free of dirt, vegetation material, and other organic/inorganic debris. All equipment and materials will be cleaned prior to entering the Project area, and the construction manager or other qualified personnel shall inspect all equipment to ensure this requirement is met. Disturbed soil areas and stockpiles will be covered when inactive and will be monitored/treated for invasive plant species establishment. All disturbed soil areas will be landscaped or otherwise revegetated with native species.[TG2.1][CH2.2] All imported fill, mulch, straw, seed, or other revegetation materials used during construction shall be certified free of noxious weeds.	Contractor	El Dorado County	During construction	

Mitigation Measure	Mitigation Activities	Implemented By	Monitored By	Timing and Frequency	Verification of Compliance
BIO-3	At least 14 days prior to removal or modification of trees or other features that may provide roosting habitat for bats, a qualified biologist will conduct a pre-construction survey to determine the presence or absence of roosting bats. Results of the survey will be provided to the Project proponent. If bats or signs indicating past or present roosting are found, the Project proponent will report the bat observation or roost to California Department of Fish and Wildlife (CDFW) and will delay removal until the roost can be confirmed unoccupied. The Project proponent will coordinate with CDFW to determine an appropriate activity-free buffer area around occupied roosts in the Project area, if found.	Contractor-provided qualified biologist	El Dorado County	Prior to construction	
NOI-1	TRPA shall establish the following as conditions of approval for any permit that results in the use of construction equipment: • Construction shall be limited to 8:00 a.m. to 6:30 p.m. • All construction equipment powered by internal combustion engines shall be properly muffled and maintained. • Quiet construction equipment, particularly air compressors, are to be selected whenever possible. • All stationary noise-generating construction equipment such as generators or air compressors is to be located as far as is practical from existing residences. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site. • Unnecessary idling of internal combustion engines is prohibited. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all Project construction.	Contractor	El Dorado County	Daily, during construction	

TCR-1	The County will enact the following measures related to tribal cultural resources: 1. Construction Monitoring. The Washoe Tribe of California and Nevada has requested, and the County has agreed, to tribal cultural resources monitoring during ground disturbing construction activities. The County will prepare a monitoring plan and provide it to the Tribe prior to commencing construction, and shall continue coordination with the Tribe up to and during ground disturbing activities of the Project concerning the avoidance and protection of Tribal Cultural Resources that may be impacted. 2. Inadvertent Discoveries. The following measure is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources during the Project's ground disturbing activities. An inadvertent discovery plan will be included in the monitoring plan: a. If any suspected tribal cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the discovery, or an agreed upon distance based on the Project area and nature of the find. A qualified professional archaeologist and a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a tribal cultural resources (PRC § 21074). The Tribal Representative or qualified archaeologist will make recommendations for further evaluation and treatment as necessary. b. The contractor shall implement any measures deemed by the County to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. c. Work at the discovery location shall not resume until all necessary investigation and evaluation of the discovery have been satisfied.	El Dorado County with assistance from the Washoe Tribe of California and Nevada	El Dorado County	During construction	

Mitigation Measure	Mitigation Activities	Implemented By	Monitored By	Timing and Frequency	Verification of Compliance
	3. Human Remains. In the event human remains are discovered, all work shall cease immediately, and the County, TRPA, and the Washoe Tribe of Nevada and California shall be informed. All measures shall be made to secure and protect areas in which human remains and funeral objects are discovered. Construction workers and/or contractors or subcontractors on the job site will not be permitted to take photographs of human remains, or funeral objects. Resources are not to be moved or taken from the Project area and work should not resume until authorized. The County Coroner and local law enforcement will be notified according to Section 5097.98 of the State PRC and Section 7050.5 of California's Health and Safety Code to conduct proper evaluation and treatment of remains. The coroner and the law enforcement agency will evaluate the discovery to determine whether it is a crime scene or a burial. 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. If human remains are determined to be associated with a burial, the County will notify the SHPO and will work with SHPO to determine measures to take. That office will contact the appropriate tribal representatives and consult on the disposition of the remains and any associated artifacts.				

9 List of Preparers and Sources

9.1 Preparers

9.1.1 El Dorado County

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Appendix A

Air Quality/GHG Modeling Results

Meyers AIS Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Meyers AIS
Construction Start Date	5/1/2027
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70000
Precipitation (days)	49.6000
Location	38.85026375259511, -120.02286220727527
County	El Dorado-Lake Tahoe
City	Unincorporated
Air District	El Dorado County AQMD
Air Basin	Lake Tahoe
TAZ	419
EDFZ	0-A
Electric Utility	Liberty Utilities
Gas Utility	Southwest Gas Corp.
App Version	2022.1.1.41

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
Condo/Townhouse	6.00000	Dwelling Unit	2.00000	4,650.00	5,000.00	—	15.0000	—

User Defined Recreational	1.000000	User Defined Unit	0.00000	2,600.00	0.00000	—	—	Office, restroom, decon, and storage (for construction)

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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.	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	10.9825	13.4827	0.53897	10.8557	11.3946	0.49585	3.80927	4.30512	3,069.37
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	10.9869	13.4981	0.44932	7.44074	7.89005	0.41340	0.75865	1.17204	3,069.24
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.94272	3.16386	0.10749	1.24313	1.35062	0.09890	0.23533	0.33423	701.287
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.17205	0.57740	0.01962	0.22687	0.24649	0.01805	0.04295	0.06100	116.106

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2027	10.9825	13.4827	0.53897	10.8557	11.3946	0.49585	3.80927	4.30512	3,069.37
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2027	10.9869	13.4981	0.44932	7.44074	7.89005	0.41340	0.75865	1.17204	3,069.24
Average Daily	—	—	—	—	—	—	—	—	—
2027	0.94272	3.16386	0.10749	1.24313	1.35062	0.09890	0.23533	0.33423	701.287
Annual	—	—	—	—	—	—	—	—	—
2027	0.17205	0.57740	0.01962	0.22687	0.24649	0.01805	0.04295	0.06100	116.106

2.2.2. Onsite 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	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2027	10.8952	13.3830	0.53897	7.08259	7.62156	0.49585	3.42474	3.92059	2,936.00
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2027	10.8952	13.3830	0.44902	0.00000	0.44902	0.41310	0.00000	0.41310	2,936.00
Average Daily	—	—	—	—	—	—	—	—	—
2027	0.92953	3.14226	0.10740	0.28579	0.39319	0.09881	0.13744	0.23625	679.151
Annual	—	—	—	—	—	—	—	—	—
2027	0.16964	0.57346	0.01960	0.05216	0.07176	0.01803	0.02508	0.04312	112.441

2.2.3. Offsite 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	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—

2027	0.08730	0.09963	0.00028	7.44074	7.44101	0.00028	0.75865	0.75892	133.365
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2027	0.09176	0.11510	0.00030	7.44074	7.44104	0.00030	0.75865	0.75895	133.243
Average Daily	—	—	—	—	—	—	—	—	—
2027	0.01319	0.02159	0.00009	0.95735	0.95743	0.00009	0.09789	0.09798	22.1362
Annual	—	—	—	—	—	—	—	—	—
2027	0.00241	0.00394	0.00002	0.17472	0.17473	0.00002	0.01787	0.01788	3.66491

2.3. Operations 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.	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	9.44100	0.21867	1.56481	0.00000	1.56481	1.55755	0.00000	1.55755	338.947
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	9.44111	0.21868	1.56481	0.00000	1.56481	1.55755	0.00000	1.55755	338.949
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.30485	0.07798	0.35389	0.00000	0.35389	0.35222	0.00000	0.35222	149.586
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.42063	0.01423	0.06458	0.00000	0.06458	0.06428	0.00000	0.06428	24.7657

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	9.43894	0.18350	1.56197	—	1.56197	1.55470	—	1.55470	244.901
Energy	0.00206	0.03518	0.00284	—	0.00284	0.00284	—	0.00284	83.3806
Water	—	—	—	—	—	—	—	—	2.39849
Waste	—	—	—	—	—	—	—	—	8.23315
Refrig.	—	—	—	—	—	—	—	—	0.03330
Total	9.44100	0.21867	1.56481	0.00000	1.56481	1.55755	0.00000	1.55755	338.947
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	9.43905	0.18350	1.56197	—	1.56197	1.55470	—	1.55470	244.903
Energy	0.00206	0.03518	0.00284	—	0.00284	0.00284	—	0.00284	83.3806
Water	—	—	—	—	—	—	—	—	2.39849
Waste	—	—	—	—	—	—	—	—	8.23315
Refrig.	—	—	—	—	—	—	—	—	0.03330
Total	9.44111	0.21868	1.56481	0.00000	1.56481	1.55755	0.00000	1.55755	338.949
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	2.30279	0.04280	0.35104	—	0.35104	0.34938	—	0.34938	55.5409
Energy	0.00206	0.03518	0.00284	—	0.00284	0.00284	—	0.00284	83.3806
Water	—	—	—	—	—	—	—	—	2.39849
Waste	—	—	—	—	—	—	—	—	8.23315
Refrig.	—	—	—	—	—	—	—	—	0.03330
Total	2.30485	0.07798	0.35389	0.00000	0.35389	0.35222	0.00000	0.35222	149.586
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.42026	0.00781	0.06407	—	0.06407	0.06376	—	0.06376	9.19543
Energy	0.00038	0.00642	0.00052	—	0.00052	0.00052	—	0.00052	13.8046
Water	—	—	—	—	—	—	—	—	0.39710

Waste	—	—	—	—	—	—	—	—	1.36309
Refrig.	—	—	—	—	—	—	—	—	0.00551
Total	0.42063	0.01423	0.06458	0.00000	0.06458	0.06428	0.00000	0.06428	24.7657

3. Construction Emissions Details

3.1. Site Preparation (2027)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18998	10.4379	0.47275	—	0.47275	0.43493	—	0.43493	2,072.45
Dust From Material Movement	—	—	—	6.26354	6.26354	—	3.00380	3.00380	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03586	0.31457	0.01425	—	0.01425	0.01311	—	0.01311	62.4575
Dust From Material Movement	—	—	—	0.18876	0.18876	—	0.09053	0.09053	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00654	0.05741	0.00260	—	0.00260	0.00239	—	0.00239	10.3405

Dust From Material Movement	—	—	—	0.03445	0.03445	—	0.01652	0.01652	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.03396	0.02310	0.00000	2.82981	2.82981	0.00000	0.28840	0.28840	44.2589
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.00106	0.00080	0.00000	0.07383	0.07383	0.00000	0.00754	0.00754	1.33452
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Worker	0.00019	0.00015	0.00000	0.01347	0.01347	0.00000	0.00138	0.00138	0.22094
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Grading (2027)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.37378	12.1813	0.53897	—	0.53897	0.49585	—	0.49585	2,463.88
Dust From Material Movement	—	—	—	7.08259	7.08259	—	3.42474	3.42474	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01882	0.16687	0.00738	—	0.00738	0.00679	—	0.00679	33.7518
Dust From Material Movement	—	—	—	0.09702	0.09702	—	0.04691	0.04691	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00343	0.03045	0.00135	—	0.00135	0.00124	—	0.00124	5.58800
Dust From Material Movement	—	—	—	0.01771	0.01771	—	0.00856	0.00856	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04528	0.03080	0.00000	3.77308	3.77308	0.00000	0.38453	0.38453	59.0118
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.00064	0.00049	0.00000	0.04475	0.04475	0.00000	0.00457	0.00457	0.80880
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Worker	0.00012	0.00009	0.00000	0.00817	0.00817	0.00000	0.00083	0.00083	0.13391
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Building Construction (2027)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97105	8.25338	0.26132	—	0.26132	0.24041	—	0.24041	1,807.09
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97105	8.25338	0.26132	—	0.26132	0.24041	—	0.24041	1,807.09
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27668	2.35165	0.07446	—	0.07446	0.06850	—	0.06850	514.898
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05049	0.42918	0.01359	—	0.01359	0.01250	—	0.01250	85.2472
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02451	0.01667	0.00000	2.04199	2.04199	0.00000	0.20811	0.20811	31.9372
Vendor	0.00129	0.04113	0.00028	0.27399	0.27427	0.00028	0.02826	0.02853	21.2754
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02582	0.02074	0.00000	2.04199	2.04199	0.00000	0.20811	0.20811	31.9157
Vendor	0.00115	0.04232	0.00030	0.27399	0.27429	0.00030	0.02826	0.02856	21.2293
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.00725	0.00548	0.00000	0.50372	0.50372	0.00000	0.05146	0.05146	9.10462
Vendor	0.00037	0.01192	0.00009	0.06762	0.06771	0.00009	0.00700	0.00709	6.05470
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Worker	0.00132	0.00100	0.00000	0.09193	0.09193	0.00000	0.00939	0.00939	1.50737
Vendor	0.00007	0.00218	0.00002	0.01234	0.01236	0.00002	0.00128	0.00129	1.00242
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Paving (2027)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45646	4.29849	0.16865	—	0.16865	0.15516	—	0.15516	994.937
Paving	0.00000	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45646	4.29849	0.16865	—	0.16865	0.15516	—	0.15516	994.937
Paving	0.00000	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02751	0.25909	0.01017	—	0.01017	0.00935	—	0.00935	59.9688
Paving	0.00000	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00502	0.04728	0.00186	—	0.00186	0.00171	—	0.00171	9.92852
Paving	0.00000	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05660	0.03850	0.00000	4.71635	4.71635	0.00000	0.48066	0.48066	73.7648

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05964	0.04790	0.00000	4.71635	4.71635	0.00000	0.48066	0.48066	73.7152
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.00354	0.00268	0.00000	0.24611	0.24611	0.00000	0.02514	0.02514	4.44840
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Worker	0.00065	0.00049	0.00000	0.04492	0.04492	0.00000	0.00459	0.00459	0.73648
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Architectural Coating (2027)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11335	0.83116	0.01905	—	0.01905	0.01752	—	0.01752	133.971
Architectural Coatings	9.35433	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.11335	0.83116	0.01905	—	0.01905	0.01752	—	0.01752	133.971
Architectural Coatings	9.35433	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00683	0.05010	0.00115	—	0.00115	0.00106	—	0.00106	8.07496
Architectural Coatings	0.56382	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00125	0.00914	0.00021	—	0.00021	0.00019	—	0.00019	1.33690
Architectural Coatings	0.10290	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.00490	0.00333	0.00000	0.40840	0.40840	0.00000	0.04162	0.04162	6.38744
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.00516	0.00415	0.00000	0.40840	0.40840	0.00000	0.04162	0.04162	6.38315
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.00031	0.00023	0.00000	0.02131	0.02131	0.00000	0.00218	0.00218	0.38520
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—
Worker	0.00006	0.00004	0.00000	0.00389	0.00389	0.00000	0.00040	0.00040	0.06377
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	38.6069
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	38.6069
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Condo/Townhouse	—	—	—	—	—	—	—	—	38.6069
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	38.6069
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	6.39181
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	6.39181

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00206	0.03518	0.00284	—	0.00284	0.00284	—	0.00284	44.7737
User Defined Recreational	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000
Total	0.00206	0.03518	0.00284	—	0.00284	0.00284	—	0.00284	44.7737
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00206	0.03518	0.00284	—	0.00284	0.00284	—	0.00284	44.7737
User Defined Recreational	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000
Total	0.00206	0.03518	0.00284	—	0.00284	0.00284	—	0.00284	44.7737
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00038	0.00642	0.00052	—	0.00052	0.00052	—	0.00052	7.41280

User Defined Recreational	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000
Total	0.00038	0.00642	0.00052	—	0.00052	0.00052	—	0.00052	7.41280

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	9.17917	0.17932	1.56161	—	1.56161	1.55443	—	1.55443	243.521
Consumer Products	0.15515	—	—	—	—	—	—	—	—
Architectural Coatings	0.05638	—	—	—	—	—	—	—	—
Landscape Equipment	0.04824	0.00417	0.00036	—	0.00036	0.00027	—	0.00027	1.38000
Total	9.43894	0.18350	1.56197	—	1.56197	1.55470	—	1.55470	244.901
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	9.17917	0.17932	1.56161	—	1.56161	1.55443	—	1.55443	243.521
Consumer Products	0.15515	—	—	—	—	—	—	—	—
Architectural Coatings	0.05638	—	—	—	—	—	—	—	—
Landscape Equipment	0.04835	0.00418	0.00036	—	0.00036	0.00027	—	0.00027	1.38187
Total	9.43905	0.18350	1.56197	—	1.56197	1.55470	—	1.55470	244.903
Annual	—	—	—	—	—	—	—	—	—
Hearths	0.37635	0.00735	0.06403	—	0.06403	0.06373	—	0.06373	9.05768

Consumer Products	0.02831	—	—	—	—	—	—	—	—
Architectural Coatings	0.01029	—	—	—	—	—	—	—	—
Landscape Equipment	0.00531	0.00046	0.00004	—	0.00004	0.00003	—	0.00003	0.13774
Total	0.42026	0.00781	0.06407	—	0.06407	0.06376	—	0.06376	9.19543

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	2.39849
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	2.39849
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	2.39849
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	2.39849
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.39710
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000

Total	—	—	—	—	—	—	—	—	0.39710

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	8.23315
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	8.23315
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	8.23315
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	8.23315
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	1.36309
User Defined Recreational	—	—	—	—	—	—	—	—	0.00000
Total	—	—	—	—	—	—	—	—	1.36309

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.03330
Total	—	—	—	—	—	—	—	—	0.03330
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.03330
Total	—	—	—	—	—	—	—	—	0.03330
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.00551
Total	—	—	—	—	—	—	—	—	0.00551

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

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	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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
Site Preparation	Site Preparation	5/1/2027	5/17/2027	5.00000	11.0000	—
Grading	Grading	5/18/2027	5/24/2027	5.00000	5.00000	—
Building Construction	Building Construction	5/25/2027	10/15/2027	5.00000	104.000	—
Paving	Paving	9/16/2027	10/15/2027	5.00000	22.0000	—
Architectural Coating	Architectural Coating	9/16/2027	10/15/2027	5.00000	22.0000	—

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
Site Preparation	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.000000	7.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	7.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	6.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	1.000000	6.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	6.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	3.00000	8.00000	46.0000	0.45000
Paving	Cement and Mortar Mixers	Diesel	Average	1.000000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	6.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	1.000000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000

Paving	Tractors/Loaders/Back	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	7.50000	8.70000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	5.90000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	10.00000	8.70000	LDA,LDT1,LDT2
Grading	Vendor	—	5.90000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	5.41200	8.70000	LDA,LDT1,LDT2
Building Construction	Vendor	1.06754	5.90000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	12.5000	8.70000	LDA,LDT1,LDT2
Paving	Vendor	—	5.90000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	1.08240	8.70000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	5.90000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	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	9,416.25	3,138.75	3,900.00	1,300.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	6.56250	0.00000	0.00000
Grading	—	—	5.00000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	1.000000

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Condo/Townhouse	1.000000	0%
Paving	User Defined Recreational	0.00000	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O

2027	0.00000	453.209	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Condo/Townhouse	Wood Fireplaces	2	2
Condo/Townhouse	Gas Fireplaces	3	3
Condo/Townhouse	Propane Fireplaces	0	0
Condo/Townhouse	Electric Fireplaces	0	0
Condo/Townhouse	No Fireplaces	1	1
Condo/Townhouse	Conventional Wood Stoves	0	0
Condo/Townhouse	Catalytic Wood Stoves	0	0
Condo/Townhouse	Non-Catalytic Wood Stoves	0	0
Condo/Townhouse	Pellet Wood Stoves	0	0
User Defined Recreational	Wood Fireplaces	0	0
User Defined Recreational	Gas Fireplaces	0	0
User Defined Recreational	Propane Fireplaces	0	0
User Defined Recreational	Electric Fireplaces	0	0
User Defined Recreational	No Fireplaces	0	0
User Defined Recreational	Conventional Wood Stoves	0	0
User Defined Recreational	Catalytic Wood Stoves	0	0

User Defined Recreational	Non-Catalytic Wood Stoves	0	0
User Defined Recreational	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

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)
9,416.25	3,138.75	3,900.00	1,300.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	40.0000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	30,955.0	453.209	0.0330	0.0040	139,320
User Defined Recreational	0.00000	453.209	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	191,910	60,081.3
User Defined Recreational	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	4.36641	0.00000
User Defined Recreational	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

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	29.7700	annual days of extreme heat
Extreme Precipitation	16.0500	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.07000	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	3	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	3	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	62.5264
AQ-PM	0.39826
AQ-DPM	3.63410
Drinking Water	17.8094
Lead Risk Housing	14.1651
Pesticides	0.00000
Toxic Releases	6.48912
Traffic	7.11250
Effect Indicators	—
CleanUp Sites	0.00000
Groundwater	37.6058
Haz Waste Facilities/Generators	0.00000
Impaired Water Bodies	51.2180
Solid Waste	83.2761

Sensitive Population	—
Asthma	18.9556
Cardio-vascular	1.17149
Low Birth Weights	17.2055
Socioeconomic Factor Indicators	—
Education	20.2860
Housing	44.4613
Linguistic	0.00000
Poverty	20.6030
Unemployment	40.6039

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	75.56781727
Employed	76.27357885
Median HI	60.97780059
Education	—
Bachelor's or higher	55.29321186
High school enrollment	100
Preschool enrollment	13.69177467
Transportation	—
Auto Access	83.51084306
Active commuting	68.44604132
Social	—
2-parent households	90.04234569
Voting	73.6173489

Neighborhood	—
Alcohol availability	88.13037341
Park access	81.35506224
Retail density	4.59386629
Supermarket access	11.18952906
Tree canopy	97.27960991
Housing	—
Homeownership	79.23777749
Housing habitability	69.79340434
Low-inc homeowner severe housing cost burden	14.24355191
Low-inc renter severe housing cost burden	69.26729116
Uncrowded housing	68.66418581
Health Outcomes	—
Insured adults	43.71872193
Arthritis	0.0
Asthma ER Admissions	95.5
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	94.3
Cognitively Disabled	46.5
Physically Disabled	97.6
Heart Attack ER Admissions	97.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0

Obesity	0.0
Pedestrian Injuries	19.6
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	79.0
SLR Inundation Area	0.0
Children	76.4
Elderly	50.9
English Speaking	98.1
Foreign-born	1.1
Outdoor Workers	49.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.2
Traffic Density	10.9
Traffic Access	0.0
Other Indices	—
Hardship	34.5
Other Decision Support	—
2016 Voting	68.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	3.00000

Healthy Places Index Score for Project Location (b)	74.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
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

8.1. Justifications

Screen	Justification
Characteristics: Project Details	Based on projected start of construction.
Land Use	Adjusted to reflect actual construction on-site.
Construction: Construction Phases	Amended to actual project schedule.
Operations: Landscape Equipment	Based on South Lake Tahoe averages.

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	0.37500	2.00000
Building Area	sq. ft	6,360.00	4,650.00
Landscape Area	sq. ft	—	5,000.00

Building Area	sq. ft	0.00000	2,600.00
Landscape Area	sq. ft	—	0.00000

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	5/30/2027	5/1/2027
Site Preparation	Site Preparation	End Date	6/3/2027	5/17/2027
Site Preparation	Site Preparation	Work Days per Phase	3.00000	11.0000
Grading	Grading	Start Date	6/4/2027	5/18/2027
Grading	Grading	End Date	6/12/2027	5/24/2027
Grading	Grading	Work Days per Phase	6.00000	5.00000
Building Construction	Building Construction	Start Date	6/13/2027	5/25/2027
Building Construction	Building Construction	End Date	4/16/2028	10/15/2027
Building Construction	Building Construction	Work Days per Phase	220.000	104.000
Paving	Paving	Start Date	4/17/2028	9/16/2027
Paving	Paving	End Date	5/1/2028	10/15/2027
Paving	Paving	Work Days per Phase	10.00000	22.0000
Architectural Coating	Architectural Coating	Start Date	5/2/2028	9/16/2027
Architectural Coating	Architectural Coating	End Date	5/16/2028	10/15/2027
Architectural Coating	Architectural Coating	Work Days per Phase	10.00000	22.0000

8.4.4. Dust from Material Movement

Phase Name	Model Parameter	Units	Default Value	New Value
Site Preparation	Total Acres Graded	acres	10.3125	6.56250

8.5. Operations

8.5.2. Area Sources

8.5.2.4. Landscape Equipment

Model Parameter	Units	Default Value	New Value
Snow Days	day/yr	0.00000	40.0000

Appendix B

Biological Resource Assessment

Biological Resources Assessment

Permanent Meyers Watercraft Inspection Station Project

Meyers, CA

El Dorado County

924 B Emerald Bay Road
South Lake Tahoe, CA 96150



June 2025

NCE
P.O. Box 1760
Zephyr Cove, NV 89448
NCE Project No. 501.53.25

Collaboration. Commitment. Confidence.℠

Biological Resources Assessment

Permanent Meyers Watercraft Inspection Station Project

Meyers, CA

June 2025

Prepared for:

El Dorado County
924 B Emerald Bay Road
South Lake Tahoe, CA 96150

Prepared by:

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NCE Project No. 501.53.25

Executive Summary

The Permanent Meyers Watercraft Inspection Station Project (Project) involves relocation of the existing Meyers Aquatic Invasive Species (AIS) Inspection Station to four undeveloped parcels owned by the California Tahoe Conservancy (Conservancy) on the southwest corner of State Route 89 and U.S. Route 50 in Meyers, California. The proposed Project would consist of construction of a boat inspection and decontamination area, vehicle entrance and exit with truck/boat trailer queuing lanes, decontamination unit and other mechanical and stormwater treatment facilities, associated mechanical and storage buildings, an office building, public restroom, public service bicycle station, transit stop, workforce housing and associated parking, on-site parking for employees, open space/public access area, connection to nearby bike trails, and an AIS interpretive area.

The 8.93-acre area of potential effect (APE) is partially developed with pavement and associated roadside stormwater ditches, including Pomo Street, portions of Blitzen Road and Cirugu Street, a Class 1 bike path, and a disturbed, unpaved, overhead powerline easement. Habitat in the APE is thinned Jeffrey pine (*Pinus jeffreyi*) forest with a sparse understory of native shrubs and grasses including antelope bitterbrush (*Purshia tridentata*), wax currant (*Ribes cereum*), green rabbitbrush (*Chrysothamnus viscidiflorus*), blue wildrye (*Elymus glaucus*), and squirreltail (*Elymus elymoides*). Overall, habitat in the APE supports common native wildlife and plant species, but habitat has been degraded because of the surrounding urban environment, human disturbance, paved areas, utility easement, and non-native plants.

A Biological Study Area (BSA) was established for database research and background review of the Project, defined as a 1-mile buffer of the APE. Dominant vegetation communities in the BSA include Jeffrey pine, lodgepole pine (*P. contorta*), and mixed coniferous forests, and upper montane mixed chaparral. The BSA contains urbanized areas including residences, businesses, schools, State Route 89, U.S. Route 50, Tahoe Paradise Golf Course, Tahoe Paradise Park, and other recreational areas. The BSA represents a typical forested urban interface in the South Lake Tahoe region. For instance, the BSA extends to less populated and undeveloped areas to the north at Washoe Meadows State Park, Osgood Swamp to the west, and the burned mixed coniferous forest to the southeast (Caldor Fire footprint). In addition, the Upper Truckee River and associated riparian corridor bisects the BSA south to north. Within the BSA, land use is approximately 50 percent urban, consisting of roadways, residences, businesses, schools, etc. The remaining 50 percent is open space associated with the Upper Truckee River corridor, Washoe Meadows State Park, recreational areas, steep slopes, and drainages.

A reconnaissance-level field survey of the APE was conducted on August 29, 2024, to evaluate vegetation communities and habitats, develop an inventory of plants and wildlife, and to determine the potential for special status species (SSS) or their habitats to occur in the APE and immediate vicinity in the BSA.

A California Natural Diversity Database (CNDDB) search was conducted for the BSA on August 26, 2024, which identified occurrences of 6 SSS and one sensitive habitat including American badger (*Taxidea taxus*), broad-nerved hump moss (*Meesia uliginosa*), marsh skullcap (*Scutellaria galericulata*), mud sedge (*Carex limosa*), North American porcupine (*Erethizon dorsatum*), Sierra Nevada snowshoe hare (*Lepus americanus tahoensis*), and a Sphagnum Bog. These occurrences do not overlap with the APE, and no SSS or sensitive habitats were observed in the APE during the reconnaissance-level survey.

A United State Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) report and species list was accessed through the IPaC website for the APE on August 26, 2024, and updated on June 25,

2025. The IPaC report species list identified the potential for 8 species including gray wolf (*Canis lupus*), North American wolverine (*Gulo gulo luscus*), Sierra Nevada red fox (*Vulpes vulpes necator*), California spotted owl (CSO) (*Strix occidentalis occidentalis*), northwestern pond turtle (*Actinemys marmorata*), Sierra Nevada yellow-legged frog (*Rana sierrae*), Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*), and monarch butterfly (*Danaus plexippus*). The IPaC report indicated no critical habitat for these species is present within the APE, and no critical habitats are present in the BSA. During the reconnaissance-level field survey, no federally listed or protected species were observed. Habitats for the species identified in the IPaC report are absent or disturbed in the APE because of urbanization and other impacts such as forest thinning. However, suitable habitat for Sierra Nevada yellow-legged frog is mapped by the Lake Tahoe Basin Management Unit (LTBMU) in the BSA. There is no Sierra Nevada yellow-legged frog habitat in the APE. The Project is located outside of National Oceanic and Atmospheric Administration (NOAA) Fisheries jurisdiction; therefore, a NOAA Fisheries species list is not required and no effects to NOAA Fisheries species are anticipated.

The California Native Plant Society (CNPS) rare plant inventory 1-quad search (Echo Lake) identified 16 California Rare Plant Rank 1 and 2 and Forest Service Sensitive species with ranges that could overlap with the APE. Habitat for these species was assessed during the reconnaissance-level survey and it was determined 12 species are absent/precluded, 3 species are unlikely to occur, and 1 species has potential to occur based on elevation ranges, habitat requirements, and conditions in the APE. The species unlikely to occur include three-ranked hump moss (*Meesia triquetra*), marsh skullcap (*Scutellaria galericulata*), and Yosemite tarplant (*Jensia yosemitana*). One species with potential to occur is the starved daisy (*Erigeron miser*). No special status plant species identified by the CNPS rare plant inventory were observed during the reconnaissance-level survey. However, 1 special status plant species, Sierra juniper (*Juniperus grandis*), is present and a total of 2 individuals over 14 inches diameter at breast height (dbh) were identified in the APE.

Avoidance and minimization measures described in this Biological Resources Assessment (BRA) will be incorporated by the Project to prevent “take” of SSS, including those listed (or candidates for listing) under the California Endangered Species Act (CESA), the Federal Endangered Species Act (FESA), those protected under the Migratory Bird Treaty Act (MBTA), and Tahoe Regional Planning Agency (TRPA) special interest species.

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List of Abbreviations

Abbreviation	Definition
ADI	Area of Direct Impact
AII	Area of Indirect Impact
AIS	Aquatic Invasive Species
APE	Area of Potential Effect
BIOS	Biogeographic Information and Observation System
BLM	Bureau of Land Management
BRA	Biological Resources Assessment
BSA	Biological Study Area
Cal-IPC	California Invasive Plant Council
CALVEG	Classification and Assessment with Landsat of Visible Ecological Groupings
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CSO	California spotted owl
CWA	Clean Water Act
DBH	Diameter at breast height
FESA	Federal Endangered Species Act
GIS	Geographic Information System
IPaC	Information for Planning and Consultation
LSAA	Lake and Streambed Alteration Agreement
LTBMU	Lake Tahoe Basin Management Unit

LTBWCG	Lake Tahoe Basin Weed Coordinating Group
MBTA	Migratory Bird Treaty Act
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPPA	Native Plant Protection Act
NRCS	Natural Resource Conservation Service
NWI	National Wetland Inventory
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
SSS	Special Status Species
SWRCB	State Water Resources Control Board
TRPA	Tahoe Regional Planning Agency
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WOUS	Waters of the United States

1 Introduction

This Biological Resources Assessment (BRA) was prepared for the Permanent Meyers Watercraft Inspection Station Project (Project) on behalf of El Dorado County (County). This BRA describes the biological resources in the Area of Potential Effect (APE) and the potential for impacts to biological resources that must be considered for compliance with various regulations under the California and Federal Endangered Species Acts (CESA and FESA, respectively), the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), and the Tahoe Regional Planning Agency (TRPA) Code of Ordinances. A wide variety of taxa native to the state of California have low populations, limited distributions, or are otherwise vulnerable to extinction or extirpation within the state. Although they may include Ecologically Significant Units, Distinct Population Segments, and sub-species, these taxa are collectively referred to as special status species (SSS).

The objectives of this report are to:

- Summarize all site-specific information related to existing biological resources, including SSS and their habitats.
- Draw reasonable conclusions about the biological resources that could occur in the APE based on habitat suitability, historical occurrences, existing data, and the proximity of the Project to a species' known range.
- Identify and discuss the potential impacts to biological resources from the proposed Project likely to occur on and near the site within the context of CEQA, NEPA, and TRPA requirements.
- Identify avoidance and mitigation measures that would reduce potential impacts and that are generally consistent with recommendations of the resource agencies for affected biological resources.

1.1 Project Description

1.1.1 Background

Aquatic invasive species (AIS) have devastating environmental and economic impacts to Lake Tahoe, native species populations, local communities, and the Lake Tahoe outdoor recreation-oriented economy. Invasive species do not have predators to keep their populations low and once introduced, are difficult to eradicate. Watercrafts are the primary vector for spreading AIS into new waterways. Therefore, every motorized boat that enters Lake Tahoe must be inspected at a watercraft inspection station prior to launching.

The TRPA is the lead for the Lake Tahoe AIS Program and the project proponent for the Project. The Project proposes relocating the watercraft inspection station, currently located at 2175 Keetak Street in Meyers, California, to a more suitable and permanent location within Meyers. The County is a local implementer of Environmental Improvement Program projects and is the project manager for planning and implementation of the Project. Partner agencies include the U.S. Department of Fish and Wildlife Service (USFWS), Tahoe Resource Conservation District, and California Tahoe Conservancy (Conservancy).

U.S. Highway 50 over Echo Summit presents the heaviest traffic volumes among all roadway entrances to the Lake Tahoe Basin, so keeping the watercraft inspection station in Meyers and nearby U.S. Highway 50 is critical. The station currently inspects around 13 boats per day throughout the boating season (May through October), to around 26 boats per day during peak season in July. There may be occasions when more than 26 boats per

day are inspected. This number is marginal due to the reservation system that has proven effective in managing the number of boats inspected per day. On average, 5 employees work from 8:00 a.m. to 6:00 p.m., but for events like the 4th of July or the American Century Celebrity Golf Championship, up to 8 employees are present.

Challenges at the current location include limited onsite queuing, constrained space for inspections and decontamination, temporary utility connections, and seasonal access (the site is used for other activities in winter).

1.1.2 Proposed New Location

The preferred location for the watercraft inspection station is vacant/open space, publicly owned Conservancy asset lands on the southwest corner of the intersection of State Route 89 and U.S. Highway 50. The approximately 3.5-acre proposed Project area is comprised of four Conservancy asset land parcels (APN: 034-300-025, 034-300-026, 034-300-027, and 034-300-028) within Township 12 North, Range 18 East, and Sections 29, 31, and 32 (**Appendix A, Figures 1 and 2**). Unlike most Conservancy properties that were acquired to protect environmentally sensitive land or provide public access and recreation benefits, asset lands are typically non-sensitive parcels that can support sustainable development consistent with local Area Plans. These properties are acquired through litigation, to accumulate development rights, or as "bulk acquisitions" of environmentally sensitive as well as developable lands, and other lands that may no longer be suitable for their original purpose.

1.1.3 Proposed Project Features

The proposed Project would consist of construction of a boat inspection and decontamination area, vehicle entrance and exit with truck/boat trailer queuing lanes, decontamination unit and other mechanical and stormwater treatment facilities, associated mechanical and storage buildings, an office building, public restroom, public service bicycle station, transit stop, workforce housing and associated parking, on-site parking for employees, open space/public access area, connection to nearby bike trails, and an AIS interpretive area.

1.2 Area of Potential Effect

The APE consists of an Area of Direct Impact (ADI) and an Area of Indirect Impact (AII) (**Appendix A, Figure 2**). The APE includes the immediate Project area and select adjacent parcels.

Area of Direct Impact (ADI): The Project ADI consists of four El Dorado County parcels (APN: 034-300-028, 034-300-027, 034-300-026, and 034-300-025) and the Pomo Street right-of-way (ROW) along its southern edge.

Area of Indirect Impact (AII): The proposed undertaking has the potential to cause indirect visual, audible, and atmospheric impacts. During operations at the site, there will be a temporary increase in construction traffic levels, dust, equipment noise, and vibrations. At the completion of Project activities, all Project-related disturbance will be restored and re-contoured to the surrounding topography.

The AII consists of the Caltrans ROW along U.S. Route 50 north of the ADI, the Caltrans ROW along State Route 89/Luther Pass Road east of the ADI, and three additional El Dorado County parcels south of the ADI (APN: 035-222-001, 035-223-001, and 035-223-002). The AII was established to include parcels adjacent to the ADI which will be visually affected by proposed structures. NCE applied a direct methodology where the depth of adjacent parcels included in the AII correlates to the proposed height of the structures. Structures less than 3 stories high = 1 adjacent parcel depth, 3 stories = 2 adjacent parcel depth, 4+ stories = 3 adjacent parcel depths, and so on. The four structures along the east boundary of the ADI will only be one story tall, so visual impacts are limited to

the adjacent Caltrans ROW. A two-story housing unit is proposed along the southern boundary of the ADI, so the three adjacent parcels were included to account for the increased visibility.

1.3 Surrounding Land Use and Setting

A Biological Study Area (BSA), defined as a 1-mile buffer of the APE (**Appendix A, Figure 1**), was established for database research and background review of the Project. Dominant vegetation communities in the BSA include Jeffrey pine (*Pinus jeffreyi*), lodgepole pine (*P. contorta*), and mixed coniferous forests, and upper montane mixed chaparral. The BSA contains urbanized areas including residences, businesses, schools, State Route 89, U.S. Route 50, Tahoe Paradise Golf Course, Tahoe Paradise Park, and other recreational areas. The BSA represents a typical forested urban interface in the South Lake Tahoe region. For instance, the BSA extends to less populated and undeveloped areas to the north at Washoe Meadows State Park, Osgood Swamp to the west, and the burned mixed coniferous forest to the southeast (Caldor Fire footprint). In addition, the Upper Truckee River and associated riparian corridor bisects the BSA south to north. Within the BSA, land use is approximately 50 percent urban, consisting of roadways, residences, businesses, schools, etc. The other 50 percent is open space associated with the Upper Truckee River corridor, Washoe Meadows State Park, recreational areas, steep Jeffrey pine and mixed coniferous forest, and drainages.

1.4 Relevant Regulations

1.4.1 Federal

Endangered Species Act

The FESA protects plants and wildlife that are listed as endangered or threatened by the USFWS. Section 9 of the FESA prohibits the taking of endangered wildlife, where taking is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct” (50 Code of Federal Regulations [CFR] 17.3). This statute also governs removing, possessing, maliciously damaging, or destroying any endangered plant on federal land and removing, cutting, digging up, damaging, or destroying any endangered plant on non-federal land, in knowing violation of state law.

Under Section 7 of the FESA, federal agencies are required to consult with the USFWS or National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) as applicable if their actions, including permit approvals or funding, could adversely affect an endangered species (including plants) or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS or NOAA Fisheries may issue an incidental take statement allowing take of the species that is incidental to another authorized activity provided the action will not jeopardize the continued existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to private parties provided a habitat conservation plan is developed.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA; 16 United States Code [U.S.C.] Section 703 *et seq.*) states it is unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests (such as swallow nests on bridges) occupied by migratory birds during the breeding season. The list of bird species protected under the MBTA, which includes raptors, can be found in CFR Title 50, Part 10.13.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act, enacted in 1940, prohibits take of bald eagles (*Haliaeetus leucocephalus*) or golden eagles (*Aquila chrysaetos*), including nests, eggs, feathers, or other parts without a permit issued by the Secretary of the Interior. The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." Regulations further define "disturb" as “to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior" (50 CFR 22.6).

Clean Water Act

The Clean Water Act (CWA) provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation’s waters. Section 404 of the CWA gives the United States Army Corps of Engineers (USACE) jurisdiction over fill materials in essentially all water bodies, including wetlands. All federal agencies are to avoid impacts to wetlands whenever there is a practicable alternative. Section 404 establishes a permit program administered by USACE regulating the discharge of dredged or fill material into Waters of the United States (WOUS), including wetlands. Section 401 of the CWA requires that an applicant for a federal license or permit that allows activities resulting in a discharge to WOUS must obtain a state certification that the discharge complies with other provisions of the CWA. The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB) administer the certification program in California. The guidelines allow the discharge of dredged or fill material into the aquatic system only if there is no practicable alternative that would have less adverse impacts.

1.4.2 State

California Endangered Species Act and California Fish and Game Code

Pursuant to the CESA and Section 2081 of the California Fish and Game Code, an Incidental Take Permit from the California Department of Wildlife (CDFW) is required for projects that could result in the “take” of a State listed threatened or endangered species. Under the CESA, “take” is defined as an activity that would directly or indirectly kill an individual of a species proposed for listing (called “candidates” by the state). Section 2080 of the California Fish and Game Code prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. A Section 2081 permit is issued when a project is consistent with an existing Biological Opinion.

California Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 (California Fish and Game Code Sections 1900-1913) was created to “preserve, protect and enhance rare and endangered plants in this State.” The NPPA is administered by CDFW. The Fish and Wildlife Commission has the authority to designate native plants as “endangered” or “rare” and to protect endangered and rare plants from take. CESA provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

California Fish and Game Code Section 1602 - Streambed Alteration Agreement

Sections 1600 – 1616 of the California Fish and Game Code protect Waters of the State. Section 1602 of the code regulates any work that will: 1) substantially divert or obstruct the natural flow of any river, stream, or lake; 2) substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or 3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. For project activities that may affect stream channels and/or riparian vegetation regulated under Sections 1600 through 1603, CDFW authorization is required in the form of a Lake and Streambed Alteration Agreement (LSAA).

1.4.3 Local

Tahoe Regional Planning Agency Code of Ordinances and Regional Plan

The TRPA Code of Ordinances includes requirements for protection and management of "sensitive plants" and "uncommon plant communities", regulations regarding tree removal, and protection of wildlife habitat, including stream environment zones (TRPA Code Chapter 61). The TRPA Code also includes regulations regarding protection of certain animal species known as "special interest species" (TRPA Code Chapter 62). TRPA designated special interest species are species that are "locally important because of rarity or other public interest, and threatened, endangered, or rare species as designated under state and federal endangered species acts."

Updated in 2012, the TRPA Regional Plan identifies goals for the region and policies that establish the strategies necessary to achieve those goals. This document integrates the requirements of the Bi-State Compact, the thresholds, related plans and legal requirements, and the public's input. As a result, the TRPA Regional Plan provides coordinated and integrated direction for the TRPA's regulatory Code of Ordinances and implementation programs.

El Dorado County General Plan, Objective 7.4.2: Identify and Protect Resources

The El Dorado County General Plan Identifies and protects critical fish and wildlife habitat where feasible, including deer winter, summer, and fawning ranges; deer migration routes; stream and river riparian habitat; lake shore habitat; fish spawning areas; wetlands; wildlife corridors; and diverse wildlife habitat.

El Dorado County Meyers Area Plan, Land Use and Environmental Conservation Elements, Design Standards, Goals, Policies, and Landmark Tree Protection for Sierra Juniper

In accordance with the Meyers Area Plan Design Standard 1d, Protection of Sierra juniper (*Juniperus grandis*) trees, the Project proponent shall protect and maintain existing Sierra junipers through careful site design, consistent with Ordinance 160, Landmark Tree Protection. Where a juniper appears to be in the way of a proposed building, structure, parking area or other improvement, the improvement will be relocated to save the tree. Site improvements will be conducted in such a manner that a juniper or its root system will not be damaged or destroyed. This may result in building a sign, deck or other portion of a building around the tree or incorporating the tree into the structure. The existing grade around each juniper shall be maintained to a minimum of at least the edge of the tree's dripline. Structures will not be built inside the dripline. Standing dead Sierra junipers which are not a safety hazard should be considered for retention as wildlife habitat.

Landmark Tree Protection: Live Sierra Junipers exceeding 14 inches diameter at breast height (dbh) in the Community Center, Industrial, or Upper Truckee Residential/Tourist Zoning Districts; Live Sierra Junipers of any size in the Meyers Recreation or Upper Truckee River Corridor; and other trees identified on the Landmark Tree Map, as amended, shall not be removed unless they meet one of the criteria in TRPA Code sections 61.1.4.A and 61.1.4.B, and a TRPA permit is issued.

Goal: Identify and protect the unique Sierra juniper tree. Consider its potential as an interpretive resource.

- Policy 2.1: Live mature Sierra juniper trees within the Plan Area which are not a risk to public health and safety shall be preserved.

2 Study Methods

2.1 Database Research

SSS databases were reviewed to determine the presence, absence, and potential for SSS to occur within the APE. The following site-specific references and background information were reviewed:

- California Native Plant Society (CNPS) Rare Plant Inventory (CNPS 2024)
    - 2024 Inventory of rare and endangered plants occurrences
- California Natural Diversity Database (CNDDB) (CDFW 2024)
    - 2024 Inventory of rare plants and wildlife occurrences
- USFWS Information for Planning and Consultation (IPaC)
    - Federally endangered and threatened species, and their critical habitats, that may occur or be affected by the Project (**Appendix B**)
- CDFW Special Animals List (CNDDB 2024)
    - 2024 state listed species
- TRPA and Lake Tahoe Basin Management Unit (LTBMU) open Geographic Information System (GIS) data
    - 2024 Sensitive and special interest plant and wildlife species

2.2 Reconnaissance-Level Survey

A reconnaissance-level field survey of the APE was performed on August 29, 2024, by an NCE scientist to evaluate and verify vegetation communities, assess habitat for SSS, and to develop a baseline inventory of SSS and non-SSS wildlife and botanical resources. The reconnaissance-level survey involved walking meandering transects through the APE identifying suitable habitats for SSS, identifying plants and vegetation communities, observing birds and noting any potential nest sites, identifying potential bat roosts, and noting any other wildlife observations, including tracks and other signs. Microhabitats, structures, or other biological features that may provide refugia for SSS, such as ponds, snags, rock outcrops, and burrows were also noted. The botanical component was conducted by walking the entire APE following the CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018). All plant and animal species observed were identified and recorded to the taxonomic level necessary to determine their rarity or listing status. Survey equipment used included binoculars, a Kestrel 3000 pocket weather meter, notebook, and an iPhone utilizing ESRI Field Maps software for data collection.

Weather conditions during the reconnaissance-level survey were 61 – 82 degrees Fahrenheit, clear skies, and 0 – 2 mile-per-hour winds. The survey took place between 08:52 and 11:40. Seasonal and daily timing was appropriate for a reconnaissance-level field survey of biological resources in the APE.

3 Results

3.1 Physical Conditions

The APE is located within Sections 29, 31, and 32, Township 12 north, Range 18 east within the United States Geological Survey (USGS) Echo Lake 7.5-minute quadrangle map. The elevation within the APE is approximately 6,360 feet above mean sea level. Topography in the BSA ranges from flat areas associated with the Upper Truckee River and U.S. Route 50 corridor, with moderate gentle slopes in the upland areas, to steep forested areas in the southeast, southwest, and northwest (**Appendix A, Figure 1**). Photographs of the APE are presented in **Appendix C**.

Regional climate in the South Lake Tahoe region generally consists of mild, warm summers and cold winters. Temperatures vary throughout the year from an average maximum temperature of 79.7 degrees Fahrenheit in July to an average minimum temperature in December of 16.2 degrees Fahrenheit. Most precipitation falls from October to April, averaging 16.3 inches per year. Average annual snow depth is 2 inches, with a maximum monthly average snow depth of 8 inches in January (Western Regional Climate Center 2023).

According to the Natural Resource Conservation Service (NRCS) Web Soil Survey, the entire APE contains Meeks gravelly loamy coarse sand, 0 to 5 percent slopes, stony, with parent material consisting of outwash and/or till derived from granodiorite. This soil is classified as gravelly loamy coarse sand under slightly decompressed plant material. This soil does not have a hydric soil rating (United States Department of Agriculture [USDA] 2024).

3.2 Biological Conditions

3.2.1 National Wetland Inventory and Aquatic Resources

The USFWS National Wetland Inventory (NWI) identifies freshwater emergent wetland, freshwater forested/shrub wetland, freshwater pond, and riverine features in the BSA. Wetland features were verified during the reconnaissance-level survey, and there are no wetland features in the APE (**Appendix A, Figure 3**).

3.2.2 CALVEG

Natural communities and vegetation types in the BSA were initially analyzed with Classification and Assessment with Landsat of Visible Ecological Groupings (CALVEG) data and verified during the reconnaissance-level survey. Vegetation alliances in the BSA include Jeffrey pine, lodgepole pine, mixed conifer - fir, red fir (*Abies magnifica*), mountain alder (*Alnus incana* ssp. *tenuifolia*), big sagebrush (*Artemisia tridentata*), shrub willow, upper montane mixed chaparral, Huckleberry oak (*Quercus vaccinifolia*), wet meadow, perennial grass and forb, non-native and ornamental grasses, perennial lakes and ponds, urban, and barren (USDA 2018). The APE resides within areas mapped as urban and Jeffrey pine (**Appendix A, Figure 4**). Unless otherwise referenced, the descriptions of the habitats found in the BSA and APE below are taken from the United States Forest Service (USFS) Vegetation Descriptions for the Great Basin Ecological Province, CALVEG Zone 9 (USDA 2009).

Jeffrey Pine Alliance

Jeffrey pine assumes dominance without a Great Basin understory occasionally in the Pine Nut Mountains, Fort Sage Mountains - Lemmon Valley and Glass Mountain Subsections (Mono) on flat to moderately steep slopes. Elevations are commonly in the range of about 5,200 – 8,600 feet (1,586 – 2,623 meters). Incense cedar

(*Calocedrus decurrens*) is associated with this type as well as shrubs of the Upper Montane Mixed Chaparral Alliance, such as greenleaf manzanita (*Arctostaphylos patula*) and mountain whitethorn (*Ceanothus cordulatus*). The Mixed Conifer - Fir Alliance commonly occurs adjacent to these sites.

Lodgepole Pine Alliance

This alliance has been mapped extensively in the Glass Mountain Subsection and more sparsely in the Sweetwater Mountains - Pine Grove Hills and White Mountains Subsections (Mono) and Sheldon Range Subsection (Northwest). Sites tend to be on flat to low gradient slopes having volcanic and pyroclastic deposits at elevations mainly between 6,800 – 10,600 feet (2,074 – 3,233 meters). Quaking aspen (*Populus tremuloides*) occasionally forms a hardwood understory at elevations below about 9,400 feet (2,867 meters). The Eastside Pine Alliance is often found adjacent to this alliance.

Mixed Conifer – Fir Alliance

At least three conifers are included in the Mixed Conifer - Fir Alliance, typically White Fir (*Abies concolor*), Red Fir, Lodgepole Pine and Jeffrey Pine. These species, in addition to singleleaf pinyon pine (*P. monophylla*) and quaking aspen, are common as dominants in their own alliances adjacent to this type. Great Basin species such as bitterbrush (*Purshia tridentata*), sagebrushes (*Artemisia* spp.) and curlleaf mountain mahogany (*Cercocarpus ledifolius*) often occur as understory shrubs in this type. It has been mapped in scattered areas of eight subsections of the Mono and Northwest Sections, becoming locally common in the Glass Mountain Subsection, chiefly found within the elevation range of about 4,600 – 9,400 feet (1,402 – 2,867 meters) on north to east facing slopes.

Red Fir Alliance

The Red Fir Alliance has been mapped very sparsely along the western edges of the Glass Mountain and Sweetwater Mountains – Pine Grove Hills Subsections (Mono Section). Red Fir, the dominant species, mainly occurs in this alliance at an elevation range from about 8,200 – 9,200 feet (2,500 – 2,806 meters) on prominences usually above the Lodgepole Pine Alliance and Mixed Conifer - Fir Alliance sites and interspersed with conifers in the Subalpine Conifers Alliance such as Lodgepole Pine and Mountain Hemlock (*Tsuga mertensiana*).

Mountain Alder Alliance

Mountain Alder is considered here to be a shrub occupying wet sites at mid- to higher elevations. As a dominant shrub type, it has been mapped occasionally in four subsections of this area at elevations from about 5,400 – 9,600 feet (1,646 – 2,744 meters). On these sites, it is often found adjacent to the Red Fir, Lodgepole Pine, Subalpine Conifers, Upper Montane Mixed Chaparral and Huckleberry Oak Alliances.

Big Sagebrush Alliance

The Big Sagebrush Alliance, consisting of dominant big and/or mountain sagebrush (*Artemisia tridentata* ssp. *vaseyana*), is the most extensively mapped shrub type in this zone, occurring in 16 subsections of the Mono, Northwest, and Southeast Sections. Developing on a wide range of substrates, this alliance has been mapped within the elevation range of approximately 4,200 – 11,000 feet (1,280 – 3,355 meters). It occurs in association with other Great Basin shrubs such as bitterbrush, curlleaf mountain mahogany and black sagebrush (*Artemisia*

nova). In association with Jeffrey pine, it is one of the understory indicator species that identifies the Eastside Pine Alliance. It is strongly associated with singleleaf pinyon pine and Utah juniper (*Juniperus osteosperma*) at lower elevations as well as bristlecone (*Pinus longaeva*), limber (*Pinus flexilis*), and lodgepole pines on higher elevation sites.

Shrub Willow Alliance

Shrub forms of willow are mapped as this alliance where they dominate the shrub layer in a riparian, seep, or meadow site. In this region, they have been identified at low to high elevations, often on gravel bars adjacent to or in permanent water sources, and chiefly in middle to upper montane locations. These sites are widely scattered within 15 subsections of the 4 sections (Mono, Northern Mono, Southeast, and Northwest). Willows in this alliance may include any combination of narrow-leaved (*Salix exigua*), Geyer's (*S. geyeriana*), Lemmon's (*S. lemmonii*), shining (*S. lucida*), yellow (*S. lutea*), and gray-leaved Sierra (*S. orestera*). Grasses and grass-like plants such as water sedge, meadow barley (*Hordeum brachyantherum*), Nebraska sedge (*Carex nebrascensis*), and woolly sedge (*Carex lanuginosa*) may be common in this alliance. Associated trees and shrubs in this wide-ranging type may include quaking aspen, interior rose, blue elderberry (*Sambucus mexicana*), gooseberry (*Rubus* spp.), and moist site sagebrush species in the Riparian Mixed Shrub Alliance.

Upper Montane Mixed Chaparral Alliance

This alliance is a mid to high elevation shrub type in which no single species is dominant. Not well represented in this zone, it has been mapped sparsely in 6 subsections of the Mono Section and 1 in the Northwest Section. Characteristic, non-dominant species in this area generally include only greenleaf manzanita, mountain whitethorn, and snowbrush (*Ceanothus velutinus*). Slopes tend to be south and west facing within the general elevation mapped, approximately 4,400 – 10,400 feet (1,342 – 3,172 meters).

Huckleberry Oak Alliance

Huckleberry Oak is the dominant species of this alliance, which occurs on both eastside and westside southern Sierran slopes. It has been mapped widely but sparsely in seven subsections at montane elevations, generally from about 6,000 – 10,000 ft (1,830 – 3,050 m). The alliance is associated with Mixed Conifer - Fir, Red Fir and Jeffrey Pine Alliances but it indicates locally poor conifer growing conditions such as rocky sites, shallow soils or ridges. Western (Mountain) Juniper (*Juniperus occidentalis* var. *australis* or *J. grandis*) may be present in minor amounts in this type. Shrubs in the Upper Montane Mixed Chaparral Alliance such as Greenleaf Manzanita, Bush Chinquapin (*Chrysolepis sempervirens*), Mountain Whitethorn and Bitter Cherry (*Prunus emarginata*) are sometimes also associated with it.

Wet Meadows Alliance

Despite the general aridity of this zone, surface and near-surface waters are plentiful in some areas, such as the Owens River watershed in the Crowley Flowlands Subsection of the Mono Section. These seasonally or permanently wet herbaceous sites have been mapped in widely scattered areas over 17 subsections. The Wet Meadows Alliance has been chiefly identified on saturated alluvium and coarse substrates within a wide elevation range from below 4,000 feet (1,220 meters) to approximately 12,000 feet (3,660 meters). Indicator forbs and graminoids of this area include Hartweg iris (*Iris hartwegii*) and western blue flag (*Iris missouriensis*), various rushes (*Juncus* spp.), false hellebore (*Veratrum californicum*), buttercup (*Ranunculus* spp.), stinging nettle (*Urtica dioica*), water sedge (*Carex aquatilis*) and various other sedges (*Carex* spp.), mat muhly

(*Muhlenbergia richardsonis*), streamside bluebells (*Mertensia ciliata*), scented shootingstar (*Dodecatheon redolens*), dwarf larkspur (*Delphinium depauperatum*), fringed willowherb (*Epilobium ciliatum*), and Sierra woodrush (*Luzula orestera*). Since this alliance has been mapped extensively within all subsections of the Northwest Section, some of these sites share alkaline-tolerant species more characteristic of the Alkaline Mixed Grasses and Forbs Alliance as well.

Perennial Grass and Forb Alliance

The Perennial Grass and Forb Alliance has been identified in scattered patches within the broad elevation range of approximately 4,000 – 12,000 feet (1,220 – 3,660 meters). It has been mapped within 12 subsections of the Mono, Northwest and Southeast Sections. Mule's ears (*Wyethia mollis*) is a diagnostic species on many sites, but this alliance includes some species within the Alpine Grasses and Forbs Alliance at the highest elevations. The mixture may include both native and introduced bluegrass (*Poa* spp.), the natives Indian ricegrass (*Achnatherum hymenoides*), Nevada needlegrass (*Achnatherum nevadense*), pine needlegrass (*Achnatherum pinetorum*), thingrass (*Agrostis pallens*), Great Basin wild rye (*Leymus cinereus*), and squirreltail (*Elymus elymoides*) at most elevations; the non-native crested wheatgrass (*Agropyron desertortum*), tall wheatgrass (*Elytrigia elongata*), and quackgrass (*Elytrigia repens*) on the lowest and more disturbed sites; and many native perennial forbs such as Eaton's daisy (*Erigeron eatonii*), glaucous willowherb (*Epilobium glaberrimum*), Congdon's false horkelia (*Horkeliella congdonis*), and desert biscuitroot (*Lomatium foeniculaceum*).

Water

Water is labeled in CALVEG mapping in those cases in which permanent sources of surface water are identified within a landscape unit of sufficient size to be mapped. The category includes lakes, streams and canals of various sizes, bays and estuaries, and similar water bodies. These areas are considered to have a minimum of vegetation components, except along the edges, which may be mapped as types such as Wet Meadows, Tule-Cattail freshwater marshes, or Pickleweed-Cordgrass saline or mixed marshes. Islands within water bodies may be mapped according to their terrestrial dominant vegetation types.

Urban

This category applies to landscapes that are dominated by urban structures, residential units, or other developed land use elements such as highways, city parks, cemeteries, and the like. In those cases, in which the managed landscapes may have a considerable vegetation component, other land use categories may be more appropriate, such as Ornamental Conifer and Hardwood mixtures within city parks.

Barren

Landscapes generally devoid of vegetation as seen from a high-altitude image source such as aerial photography, are labeled as Barren. This includes mappable landscape units in which surface lithology is dominant, such as exposed bedrock, cliffs, interior sandy or gypsum areas, and the like. It does not include areas considered modified or developed, as in urban areas.

3.3 Database Search and Survey Results

The CNDDB search conducted for the BSA on August 26, 2024, identified occurrences of 6 SSS (**Appendix A, Figure 5**) and 1 sensitive habitat including:

- American badger (*Taxidea taxus*)
- broad-nerved hump moss (*Meesia uliginosa*)
- marsh skullcap (*Scutellaria galericulata*)
- mud sedge (*Carex limosa*)
- North American porcupine (*Erethizon dorsatum*)
- Sierra Nevada snowshoe hare (*Lepus americanus tahoensis*)
- Sphagnum Bog

During the reconnaissance-level survey, no special status wildlife or plant species, as tracked by CDFW and the CNDDB, were observed in the APE. Habitat in the APE is either absent, lacking, or disturbed for the species listed above. Additional information on habitat requirements and the potential for these species tracked by the CNDDB to occur in the APE is presented in **Table 1**. Information in the CNDDB on the species/natural community alliance of the "Sphagnum Bog" that occurs at Osgood Swamp in the BSA is lacking, but communities with a *Sphagnum* sp. component are generally listed as sensitive by CDFW. However, the APE is approximately 1-mile away from this resource; therefore, additional investigation or discussion is not warranted, as no impacts to this sensitive natural community will occur.

A USFWS IPaC report and species list was accessed through the IPaC website for the APE on August 26, 2024, and updated on June 25, 2025. The IPaC report species list identified the potential for 8 species including:

- gray wolf (*Canis lupus*)
- North American wolverine (*Gulo gulo luscus*)
- Sierra Nevada red fox (*Vulpes vulpes necator*)
- California spotted owl (CSO) (*Strix occidentalis occidentalis*)
- northwestern pond turtle (*Actinemys marmorata*)
- Sierra Nevada yellow-legged frog (*Rana sierrae*)
- Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*)
- monarch butterfly (*Danaus plexippus*)

The IPaC report indicated no critical habitat for these species is present within the APE, and no critical habitats are present in the BSA. During the reconnaissance-level field survey, no federally listed or protected species were observed. Habitats for the species identified in the IPaC report are absent or disturbed in the APE because of urbanization and other impacts such as forest thinning. However, LTBMU suitable habitat for Sierra Nevada yellow-legged frog is mapped in the BSA (**Appendix A, Figure 6**). There is no Sierra Nevada yellow-legged frog habitat in the APE. This Project is located outside of NOAA Fisheries jurisdiction; therefore, a NOAA Fisheries species list is not required and no effects to NOAA Fisheries species are anticipated. Additional information on habitat requirements and the potential for federally listed or protected species identified by the IPaC report is presented in **Table 1**.

The CNPS rare plant inventory 1-quad search (Echo Lake) identified 16 California Rare Plant Rank 1 and 2 and Forest Service Sensitive species with ranges that could overlap with the APE. Habitat for these species was

assessed during the reconnaissance-level survey and it was determined 12 species are absent/precluded, 3 species are unlikely to occur, and 1 species has potential to occur based on elevation ranges, habitat requirements, and conditions in the APE.

The species unlikely to occur include:

- three-ranked hump moss (*Meesia triquet*ra)
- marsh skullcap (*Scutellaria galericulata*)
- Yosemite tarplant (*Jensia yosemitana*)

The species with potential to occur include:

- starved daisy (*Erigeron miser*)

No special status plant species identified by the CNPS rare plant inventory were observed during the reconnaissance-level survey. However, 1 special status plant species, Sierra juniper (*Juniperus grandis*), is present and a total of 2 individuals over 14 inches dbh and several saplings were identified in the APE (**Appendix A, Figure 7**). A summary of special status plant species, and their associated habitats, identified by the database research or otherwise considered for analysis are presented in **Table 2**.

Table 1. Special status wildlife species evaluated for the Project.

Scientific Name Common Name	Federal Status	State Status	Habitat Requirements	Potential for Occurrence
Mammals				
Canis lupus gray wolf	FE	SE	Wolves can adapt to a wide variety of habitats provided there is abundant prey (CDFW 2025), large open areas, and minimal human disturbance. They may utilize burrows of other animals or dig new burrows for pup rearing (Heard and Williams 1992). California currently has nine confirmed wolf packs active in Lassen, Modoc, Shasta, and Tehama Counties. There are at least 44 wolves known to be in the state (CDFW 2025).	**Absent.** Suitable habitat is absent in the Project area and the BSA is located outside of known pack territories and areas of activity. This species is remarkably rare, and no individuals are currently known to occur in the Lake Tahoe basin. Not observed during the reconnaissance-level surveys.

Scientific Name Common Name	Federal Status	State Status	Habitat Requirements	Potential for Occurrence
Erethizon dorsatum North American porcupine			Inhabits coniferous and mixed forests, riparian zones, grasslands, shrublands, and deserts in some parts of the range. Winter dens may be in a rock outcrop, live hollow tree, hollow log, or outbuilding. May shelter in dense conifers in winter (NatureServe 2024a).	**Unlikely.** Three CNDDB occurrences are present in the BSA, between 2012 and 2016. Mixed coniferous forest habitat is present in the APE, and nearby rock outcrops may provide denning habitat. However, the APE is located in an urbanized area. It is possible individuals could make their way to the APE from the Upper Truckee River corridor, but are likely deterred from the APE because of traffic, human disturbance, and lack of understory cover. Not observed during the reconnaissance-level survey.
Gulo gulo luscus North American wolverine	PT FS:S	ST	Occupy a variety of habitats across North America including tundra, boreal forest, mixed forest, redwood forest, and coniferous forest. Dens are well-camouflaged and located in difficult to access areas. Avoids areas of human development or disturbance (USFWS 2018).	**Absent.** The APE and BSA contain suitable habitat features, but the species avoids areas of human disturbance. This species is remarkably rare in the Sierra Nevada, and no individuals are currently known to occur in the Lake Tahoe Basin. Not observed during the reconnaissance-level survey.
Lepus americanus tahoensis Sierra Nevada snowshoe hare		SSC	Dense cover of coniferous and mixed forests with abundant understory cover. Coniferous swamps, second-growth areas adjacent to mature forests, alder fens, and conifer bogs are also utilized. Often occurs in ecotones. Nests in a ground depression or hollow log. Underground burrows generally are avoided (NatureServe 2024b).	**Unlikely.** Suitable habitat is lacking in the APE considering the absence of abundant understory cover, swamps, fens, bogs, and second-growth areas. Suitable habitats are present in the western edge of the BSA, such as around Osgood Swamp. There is a CNDDB occurrence from 1968 near Echo Lake, and this buffered occurrence overlaps the western BSA. Not observed during the reconnaissance-level survey.
Odocoileus hemionus Mule deer		SI	Mule deer utilize various habitat types but prefer arid open areas and rocky hillsides, grasslands, cold desert shrubland and sagebrush, meadows, and upland forests (NDOW 2012).	**Potential.** Suitable habitat is present in the APE and BSA. TRPA fawning habitat is also mapped in the BSA, but outside of the APE. Not observed during the reconnaissance-level survey.

Scientific Name Common Name	Federal Status	State Status	Habitat Requirements	Potential for Occurrence
Taxidea taxus American badger		SSC	Uncommon, permanent resident found throughout most of the state, except in the northern north coast area. Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils (Zeiner et al. 1990).	**Unlikely.** Habitat requirements for cover, breeding, and foraging are lacking within APE because of the surrounding urban environment, traffic, and human activity. CNDDB occurrence from 2004 is around Echo Lake. Not observed during the reconnaissance-level survey.
Vulpes vulpes necator Sierra Nevada red fox	FE FS:S	ST	In the Sierra Nevada, high-elevation (8,100 to 11,608 feet) forests interspersed with meadows or alpine fell-fields. Open areas are used for hunting while forested habitats are used for cover and reproduction. Forest edges are utilized extensively (Seidensticker 1999). The Sierra Nevada Distinct Population Segment sightings have been limited to federal lands in Alpine, Fresno, Inyo, Madera, Mono and Tuolumne counties. Less than 50 individuals exist in the wild (USFWS 2021).	**Absent.** The APE and BSA may contain suitable habitat but are outside of typical elevation range. This species is remarkably rare, and no individuals are currently known to occur in the Lake Tahoe Basin. Not observed during the reconnaissance-level survey.
Birds				
Accipiter atricapillus American goshawk	FS:S BLM:S	SSC SI	American goshawks are distributed throughout California in middle to higher elevation forested areas, particularly in the North Coast Ranges through Sierra Nevada, Klamath, Cascade, and Warner Mountains (Zeiner et al. 1990). Locally, they can be yearlong residents and seasonal migrants. Goshawks usually nest on north-facing slopes near water and require mature conifer or aspen forests with large diameter trees, dense canopy cover, and an open under story interspersed with meadows or shrub patches. Open areas provide foraging opportunities, while logs, snags, and broken-top trees are used as "plucking posts" to de-feather prey (Woodbridge and Hargis 2006). Nests are usually located within the largest tree in the stand, next to the bole of the tree, in the lower third of the canopy.	**Potential.** Suitable nesting habitat is lacking in the APE because of urbanization, human disturbance, and lack of dense canopy cover. However, suitable nesting habitat is present in the outer portions of the BSA where canopy cover and forest complexity are high. There is a TRPA American goshawk protected activity center (PAC) that overlaps with the western edge of the BSA. The species may occur as a transient in the APE and was not observed during the reconnaissance-level survey.

Scientific Name Common Name	Federal Status	State Status	Habitat Requirements	Potential for Occurrence
Haliaeetus leucocephalus Bald eagle	FS:S	SE SI	Bald eagles have an expansive range with breeding areas in Northern California, wintering mostly in the Klamath Basin, and a few favored inland areas of Southern California. Locally, they are yearlong residents and migrants in the Tahoe Basin. Bald eagles use shorelines along large bodies of water and river courses for both nesting and wintering. Snags, broken-topped trees, or rocks near water are required for foraging and nesting. Most nests are located in large trees with open branches within 1 mile of a water body. In Lake Tahoe, known nesting sites include Emerald Bay and Marlette Lake. Wintering sites are located in Taylor, Tallac, Pope, and the Upper Truckee Marsh (Romsos 2000).	**Potential.** The APE area does not contain suitable nesting or foraging habitat. Suitable foraging and nesting habitats may be present in the BSA around Lake Baron and the Upper Truckee River; therefore, the species may occur as a transient. Not observed during the reconnaissance-level survey.
Strix occidentalis occidentalis California spotted owl	PT FS:S	SSC	An uncommon, permanent resident in suitable habitat. Resides in dense, old-growth, multi-layered mixed conifer, redwood, and Douglas-fir habitats from sea level up to approximately 2300 m (0-7600 ft). Often associated with sources of water (Garrett and Dunn 1981). May move downslope in winter along the eastern and western slopes of the Sierra Nevada, and in other areas. Uses dense, multi-layered canopy cover for roost seclusion. The most significant habitat components for nesting, foraging, and roosting include canopy cover, large trees, and habitat heterogeneity. Complex (multi-layered), high canopy cover (~70%) forests provide microclimates, protection, and habitat for prey species. Large trees (>24-inch dbh), and the canopy cover they provide, are the best predictor for California spotted owl occupancy. The nest tree within a territory is usually the oldest, largest (living or dead), defected tree (cracks, disease scars, decaying wood). Heterogenous habitat (structurally complex forests) with coarse woody debris, vegetation diversity, forest edges, etc., are important characteristics for prey species habitat, such as woodrats, and California spotted owl foraging (USFWS 2022).	**Potential.** The APE lacks suitable nesting or roosting habitat, and foraging habitat is low quality in the APE because of a lack of forest complexity, woody debris, and vegetation density that support the preferred prey species. Suitable nesting and foraging habitats may be present in the BSA; therefore, the species may occur as a nocturnal transient. Not observed during the reconnaissance-level survey.

Scientific Name Common Name	Federal Status	State Status	Habitat Requirements	Potential for Occurrence
Reptiles				
Actinemys marmorata Northwestern pond turtle	PT	SSC	Western pond turtles are semi-aquatic and use a wide range of ephemeral water bodies including rivers, streams, lakes, natural and artificial ponds, wetlands, marshes, vernal pools, reservoirs, irrigation ditches, and estuaries for breeding, feeding, and overwintering conditions. Preferred aquatic conditions include standing or slow-moving water containing underwater shelter sites (vegetation, undercut banks, logs, etc.), and basking sites. Upland habitats are also used for nesting and overwintering. Upland nesting habitat varies but is near the aquatic habitat and typically contains sparse vegetation with short grasses and forbs, and little to no canopy cover (USFWS 2023a, 2023b).	**Absent.** Aquatic habitat is absent in the APE. The Upper Truckee River and Lake Baron in the BSA provide suitable habitats; however, the species is not known to occur in the Lake Tahoe Basin or other high-elevation habitats in the Sierra Nevada. Not observed during the reconnaissance-level survey.
Amphibians				
Rana sierrae Sierra Nevada yellow-legged frog	FE FS:S	ST WL	Inhabit the Sierra Nevada mountains in lakes, ponds, marshes, meadows, and streams at elevations ranging from 4,500 to 12,000 feet (1,370 to 3,660 meters). Their range extends from the western Sierra Nevada north of Fresno County and the eastern Sierra Nevada in Inyo and Mono counties. They are primarily found in National Forests and National Parks in Lassen, Plumas, Sierra, Nevada, Placer, El Dorado, Amador, Alpine, Calaveras, Tuolumne, Mono, Mariposa, Madera, Fresno, and Inyo counties, California. Breeds in the shallows of ponds and lakes or in inlet streams and deposit their eggs underwater in clusters, which they attach to rocks, gravel, or vegetation (USFWS Species Profile).	**Absent.** Aquatic and other wetland habitat is absent in the APE. USFS suitable habitat is mapped in the BSA along the Upper Truckee River and around Osgood Swamp and Lake Baron. However, the USFS suitable habitat GIS layer is a buffer of all wetland features in the range of the species. The species has not been documented along the Upper Truckee River for numerous decades, as channelization of the river has led to the absence of backwater ponds/pools, streams, and marshes free of predatory fish species. Critical habitat is absent in the BSA and APE. Not observed during the reconnaissance-level survey.

Scientific Name Common Name	Federal Status	State Status	Habitat Requirements	Potential for Occurrence
Fish				
Oncorhynchus clarkii henshawi Lahontan cutthroat trout	FT	SSC	Inhabits cool, well-oxygenated freshwater lakes, rivers, streams and requires spawning and nursery habitat characterized by cool water pools in close proximity to cover and velocity breaks, well vegetated and stable stream banks, and silt-free rocky substrate in riffle-run areas. Found in drainages of the Truckee, Humboldt, Carson, Walker, and Quinn Rivers (USFWS 1995).	**Absent.** Aquatic habitat is absent in the APE. The Upper Truckee River in the BSA has been subject to various Lahontan cutthroat trout passage and restoration efforts, but based on known recovery populations and statuses, the species is unlikely to occur in the BSA. Not observed during the reconnaissance-level survey.
Insects				
Danaus plexippus Monarch butterfly	PT		Utilizes various habitats across North America including fields, roadsides, open areas, grassland, tundra, wetlands, and mountains. During the breeding season, monarchs lay their eggs on obligate milkweed host plants (*Asclepias* spp.). Multiple generations can breed year-round. Monarchs migrate from the coastal regions of California in fall and return in the spring (USFWS Species Profile).	**Potential.** APE contains suitable nectar plants but lacks host plant species required for reproduction. May occur as a transient during migration and may breed in the BSA if milkweed host plants are present. Not observed during the reconnaissance-level survey.

Sources:
United States Fish and Wildlife Service (USFWS)
USFWS Species Profiles:
https://www.fws.gov/species
California Department of Fish and Wildlife (CDFW)
California Natural Diversity Database (CNDDB)
Tahoe Regional Planning Agency (TRPA)

Federally Listed Species (FESA):
C = Candidate
FE = Federally Endangered
FT = Federally Threatened
FSC = Species of Concern
PT = Proposed Threatened
FCE = Candidate for Endangered
FPD = Proposed for Delisting
Other
FS:S = Forest Service Sensitive
BCC = Bird of Conservation Concern
BLM:S = Bureau of Land Management Sensitive
TRPA
SI = Special Interest Species

California State Listed Species:
SE = State Endangered
ST = State Threatened
SR = State Rare
SC = State Candidate
WL = CDFW Watch List
SSC = CDFW Species of Special Concern

Table 2. Special status plant species evaluated for the Project.

Scientific Name Common Name	Regulatory Status			Habitat Requirements	Blooming Period	Potential for Occurrence
	Federal	State	CNPS			
Astragalus austiniae Austin's astragalus			1B.3	Alpine boulder and rock field, subalpine coniferous forest. Elevation range 8,005 to 9,727 feet.	July to September	**Absent.** Habitat is absent in the APE. Outside of elevation range, not encountered during the reconnaissance-level survey.
Botrychium ascendens Upswept moonwort	FS:S		2B.3	Wet or moist soils in lower montane coniferous forests, such as along the edges of lakes and streams. Elevation range 4,950 to 6,039 feet.	Fertile early July to early September	**Absent.** Habitat is absent in the APE, outside of elevation range. Not encountered during the reconnaissance-level survey.
Brasenia schreberi Watershield			2B.3	Freshwater marshes and swamps. Elevation range 95 to 7,220 feet.	June to September	**Absent.** Suitable marsh and swamp habitats are absent in the APE. Not encountered during the reconnaissance-level survey.
Bruchia bolanderi Bolander's bruchia	FS:S		4.2	Meadows in mixed conifer and subalpine communities, streams and wet meadows, from 5,577 to 9,186 feet.	Moss	**Absent.** Suitable stream and meadow and habitats are absent in the APE. Not encountered during the reconnaissance-level survey.
Carex davyi Davy's sedge			1B.3	Perennial herb that prefers subalpine and upper montane coniferous forests between 5,000 to 10,500 feet; usually in wetlands.	May to August	**Absent.** Suitable wetland habitats are absent in the APE. Not encountered during the reconnaissance-level survey.
Carex hystericina Porcupine sedge			2B.1	Marshes and swamps along streambanks. Elevation range 2,000 to 3,000 feet.	May to June	**Absent.** Suitable marsh and swamp habitats are absent in the APE. Not encountered during the reconnaissance-level survey.
Carex limosa Mud sedge			2B.2	Perennial rhizomatous herb that prefers bogs, fens, meadows, seeps, marshes, swamps, and both lower and upper montane coniferous forests. Elevation range is between 3,900 and 8,900 feet.	June to August	**Absent.** Habitat and CNDDB records exist in the BSA, but suitable habitats are not present in the APE. Not encountered during the reconnaissance-level survey.

Scientific Name Common Name	Regulatory Status			Habitat Requirements	Blooming Period	Potential for Occurrence
	Federal	State	CNPS			
Draba asterophora* var. *macrocarpa Cup Lake draba	FS:S	SI	1B.1	Alpine boulder and rock fields in shade of granitic rocks in subalpine coniferous forest. Elevation range 8,202 to 9,235 feet.	July to August	**Absent.** Habitat is absent in the APE. Outside of elevation range, not encountered during the reconnaissance-level survey.
Erigeron miser Starved daisy	FS:S		1B.3	Upper montane coniferous forests in rocky areas. Elevation range is between 2,600 and 8,600 feet.	June to October	**Potential.** Rocky areas are limited but present within the south section of coniferous forest habitat in the APE. Not encountered during the reconnaissance-level survey.
Jensia yosemitana Yosemite tarplant			3.2	Lower montane coniferous forest, meadows and seeps. Elevation range 3,935 to 7,545 feet.	April to July	**Unlikely.** Meadows and seeps are absent in the APE, but lower montane coniferous forest is present. Not encountered during the reconnaissance-level survey.
Lewisia longipetala Long-petaled lewisia	FS:S	SI	1B.3	Alpine boulder and rock fields in subalpine coniferous forests. Elevation range 8,325 to 9,740 feet.	June to August	**Absent.** Habitat is absent in the APE. Outside of elevation range, not encountered during the reconnaissance-level survey.
Meesia triquetra Three-ranked hump moss	FS:S		4.2	Bogs and fens, meadows and seeps, subalpine coniferous forest, upper montane coniferous forest (mesic). Elevation 4,265 to 9,690 feet.	July	**Unlikely.** Bogs, fens, meadows and seeps are absent in the APE, but lower montane coniferous forest is present. Not encountered during the reconnaissance-level survey.
Meesia uliginosa Broad-nerved hump-moss	FS:S		2B.2	Bogs and fens, meadows and seeps in montane coniferous forests. Elevation range 4,290 to 8,250 feet.	July to October	**Absent.** Bogs, fens, meadows and seeps are absent in the APE. Not encountered during the reconnaissance-level survey. CNDDB occurrence in 2014 in the BSA at Washoe Meadows State Park.
Peltigera gowardii Western waterfan lichen	FS:S		4.2	Riparian forest. Elevation range 3,495 to 8,595 feet.	Lichen	**Absent.** Riparian forest habitat is absent in the APE. Not encountered during the reconnaissance-level survey.

Scientific Name Common Name	Regulatory Status			Habitat Requirements	Blooming Period	Potential for Occurrence
	Federal	State	CNPS			
Schoenoplectus subterminalis Water bulrush			2B.3	Perennial rhizomatous herb that prefers bogs, fens, marshes and swamps, especially along montane lake margins. Elevation ranges from 2,400 to 7,300 feet.	June to August	**Absent.** Bogs, fens, marshes and swamps are absent in the APE. Not encountered during the reconnaissance-level survey.
Scutellaria galericulata Marsh skullcap			2B.2	Perennial rhizomatous herb that prefers lower montane coniferous forests, meadows, seeps, marshes, and swamps. Elevation ranges from 0 to 6,800 feet.	June to September	**Unlikely.** Meadows, seeps, marshes, and swamps are absent in the APE, but lower montane coniferous forest is present. Not encountered during the reconnaissance-level survey. CNDDB occurrence from 2010 and 2011 in the BSA.

Special Status Codes

Federally Listed Species (Federal):
FE = Federally Endangered
FT = Federally Threatened
FD = Federally Delisted
PT = Proposed Threatened
FCE = Federally Endangered Candidate
FPD = Proposed for Delisting
FS:S = Forest Service Sensitive

Source: CNPS 2024

California Listed Species (State):
SE = State Endangered
ST = State Threatened
SR = State Rare
SC = State Candidate

Tahoe Regional Planning Agency
SI = Special Interest Species

California Native Plant Society (CNPS) List Categories:
1 = Rare in California and elsewhere
2 = Rare in California, but not elsewhere
A = Presumed extirpated or extinct
B = Rare, threatened, or endangered
3 = Plants about which we need more information
4 = Plants of limited distribution

CNPS Threat Code Extensions:
.1 = Seriously endangered in California (Over 80% of occurrences threatened)
.2 = Fairly endangered in California (20-80% occurrences threatened)
.3 = Not very endangered in California (<20% of occurrences threatened)

3.3.1 Habitat Conditions in the APE

The 8.93-acre APE is partially developed with pavement and associated roadside stormwater ditches, including Pomo Street, portions of Blitzen Road and Cirugu Street, the Class 1 bike path, and a disturbed, unpaved overhead powerline easement. Habitat in the APE is thinned Jeffrey pine forest with a sparse understory of native shrubs and grasses including antelope bitterbrush, wax currant (*Ribes cereum*), green rabbitbrush (*Chrysothamnus viscidiflorus*), blue wildrye (*Elymus glaucus*), and squirreltail (*Elymus elymoides*). Common non-native grass and forb species were observed along the disturbed and paved areas in the APE including cheatgrass (*Bromus tectorum*), tall tumblemustard (*Sisymbrium altissimum*), yellow salsify (*Tragopogon dubius*), white sweetclover (*Melilotus albus*), and curlycup gumweed (*Grindelia squarrosa*). There is also a rock outcrop in the southern APE adjacent to existing residences.

Overall, habitat in the APE supports numerous native wildlife and plant species, but habitat has been degraded because of the surrounding urban environment, human disturbance, paved areas, utility easement, and non-native plants. Wildlife species observed during the survey were typical for a forested, partially developed, urban area in the South Lake Tahoe region. Complete lists of plant and wildlife species observed during the reconnaissance-level survey are presented in **Tables 3** and **4**, respectively. Photographs of habitat conditions in the APE are presented in **Appendix C**.

Table 3. Plant species observed during the reconnaissance-level survey.

Scientific Name	Common Name	Native?
Abies concolor	White fir	Y
Abies magnifica	Red fir	Y
Achillea millefolium	Common yarrow	Y
Agoseris glauca	Pale dandelion	Y
Allium campanulatum	Dusky onion	Y
Arctostaphylos patula	Greenleaf manzanita	Y
Artemisia tridentata	Big sagebrush	Y
Bromus tectorum	Cheatgrass	N
Ceanothus cordulatus	Mountain whitethorn	Y
Ceanothus velutinus	Tobacco brush	Y

Scientific Name	Common Name	Native?
Chrysothamnus viscidiflorus	Green rabbitbrush	Y
Drymocallis glandulosa	Sticky cinquefoil	Y
Elymus elymoides	Squirreltail	Y
Elymus glaucus	Blue wildrye	Y
Ericameria nauseosa	Rubber rabbitbrush	Y
Eriogonum nudum	Naked buckwheat	Y
Eriogonum umbellatum	Sulphur buckwheat	Y
Gayophytum diffusum	Spreading groundsmoke	Y
Grindelia squarrosa	Curlycup gumweed	N
Ivesia santolinoides	Sierra mousetail	Y
Juniperus grandis	Sierra juniper	Y
Letharia vulpina	Wolf lichen	Y
Linanthus pungens	Granite prickly phlox	Y
Lomatium sp.	Lomatium	Y
Lupinus argenteus	Silvery lupine	Y
Lupinus sp.	Lupine	Y
Melilotus albus	White sweetclover	N
Penstemon newberryi	Mountain pride	Y
Phacelia hastata	Silverleaf phacelia	Y

Scientific Name	Common Name	Native?
Pinus contorta	Lodgepole pine	Y
Pinus jeffreyi	Jeffrey pine	Y
Purshia tridentata	Antelope bitterbrush	Y
Ribes cereum	Wax currant	Y
Sisymbrium altissimum	Tall tumblemustard	N
Streptanthus tortuosus	Mountain jewelflower	Y
Symphyotrichum ascendens	Western aster	Y
Tragopogon dubius	Yellow salsify	N

Table 4. Wildlife species observed during the reconnaissance-level survey.

Scientific Name	Common Name	Native?
Birds		
Buteo jamaicensis	Red-tailed hawk	Y
Colaptes auratus	Northern flicker	Y
Cyanocitta stelleri	Steller's jay	Y
Poecile gambeli	Mountain chickadee	Y
Setophaga coronata	Yellow-rumped warbler	Y
Sitta pygmaea	Pygmy nuthatch	Y
Streptopelia decaocto	Eurasian collared dove	N
Insects		
Bombus vosnesenskii	Yellow-faced bumble bee	Y

Scientific Name	Common Name	Native?
Speyeria callippe juba	Yuba fritillary	Y
Mammals		
Neotamias minimus	Least chipmunk	Y
Thomomys monticola	Mountain pocket gopher	Y
Reptiles		
Masticophis lateralis lateralis	California striped racer	Y
Sceloporus graciosus gracilis	Western sagebrush lizard	Y

3.3.2 Invasive Species

During the reconnaissance-level survey, invasive plant species listed by the California Invasive Plant Council (Cal-IPC) and/or the Lake Tahoe Basin Weeds Coordinating Group (LTBWCG) observed included:

- cheatgrass – LTBWCG Weed of Interest, Cal-IPC high
- white sweetclover – LTBWCG Weed of Interest

LTBWCG Weeds of Interest should be reported immediately if seen by property owners at https://ucanr.edu/sites/tahoeinvasiveweeds/Get_Involved/Report_a_Weed/.

Cal-IPC rating definitions are as follows:

- High – These species have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure. Their reproductive biology and other attributes are conducive to moderate to high rates of dispersal and establishment. Most are widely distributed ecologically.

3.3.3 Habitat Connectivity and Wildlife Corridors

Wildlife corridors generally include migration routes used by resident and migratory species for passage from one location to another. Corridors exist in a variety of situations and are considered a sensitive resource as they connect otherwise fragmented areas of suitable habitat for wildlife. Maintaining the continuity of wildlife corridors is essential to support species with specific foraging requirements, preserve species' distributions, and maintain gene flow among populations.

Movement corridors and linkages were assessed using the CDFW Biogeographic Information and Observation System (BIOS). Information reviewed included the Essential Connectivity Area-California Essential Habitat Connectivity layer (CDFW 2010), the Natural Landscape Blocks layer (CDFW 2017), and the Missing Linkages in California layer (CDFW 2001). The APE does not overlap within these layers.

The APE is located within a migration corridor for the Carson River mule deer (*Odocoileus hemionus*) herd (**Appendix A, Figure 8**). Considering the level of existing development and human disturbance in the vicinity of the APE, the location of the APE adjacent to a busy transportation intersection, and the scale of proposed improvements, the Project will not significantly impact this migration route, disrupt habitat connectivity, or impact important stopover sites for the Carson River herd. There are areas to the south of the APE that would allow mule deer to continue moving along the corridor.

4 Discussion

4.1 Special Status Wildlife with Potential to Occur

Certain wildlife is considered special status based on federal, state, or local laws regulating their development, limited distributions, or other factors leading to increased management or monitoring among public and private organizations. Special status wildlife species were not found to be present within the APE, or directly adjacent to the APE, during the August 29, 2024, reconnaissance-level survey. However, some special status wildlife species have unlikely to moderate potential to occur in the APE as identified in **Table 1**. Additional discussion of these species, including their regulatory status, habitat, and potential to be impacted by the Project are discussed below.

4.1.1 American Goshawk

American goshawks are a USFS sensitive species, TRPA special interest species, and CDFW species of special concern. They are distributed throughout California in middle to high elevation forested areas, particularly in the North Coast Ranges through the Sierra Nevada, Klamath, Cascade, and Warner Mountains (Zeiner et al. 1990). Goshawks usually nest on north-facing slopes near water or meadows and require mature conifer or aspen forests with large diameter trees, dense canopy cover, and an open under story interspersed with meadows or shrub patches. Open areas provide foraging opportunities, while logs, snags, and broken-top trees are used as "plucking posts" to de-feather prey. Goshawks typically have multiple nest sites within a territory which they alternate between years (Woodbridge and Hargis 2006). Locally, goshawk populations are considered year-round residents. Nest construction begins around March and early April, eggs are typically laid mid-April to early may, and fledging occurs from late June through late July (Squires and Reynolds 1997).

American goshawks were not detected during the reconnaissance-level survey or protocol-level survey, but there is a TRPA American goshawk protected activity center and threshold habitat area in the BSA, west of the APE (**Appendix A, Figure 5**). This protected activity center is a disturbance-free zone which includes 500 acres of the best suitable habitat surrounding a population site, and a 0.25-mile radius around the nest site. Suitable foraging, perching, and “plucking-post” habitat is present in the APE and immediate vicinity, and suitable nesting habitat is present in the BSA considering the presence of mature conifer habitat with dense canopy cover, north-facing aspects, proximity to the Upper Truckee River and open meadow/swamp areas and shrub patches. Goshawk nesting habitat was determined to be absent in the APE because of the lack of canopy cover and other features such as topography and nearby human disturbance (private residences, roads, etc.).

No avoidance and minimization measures specific to this species are proposed, since the Project will not impact nesting American goshawks. It was determined no impacts to nesting American goshawks will occur considering the small APE (which lacks nesting habitat for the species), existing disturbances in the vicinity of the APE, lack of adjacent nesting habitat which may be impacted by noise or visual disturbance, and the distance from the protected activity center in the BSA. In addition, no American goshawks were detected during the reconnaissance-level survey. A pre-construction nesting bird survey, described in more detail in section 5.2, will be conducted prior to vegetation removal to ensure no impacts to nesting birds and raptors occur because of the Project.

4.1.2 California Spotted Owl

The CSO is a proposed threatened species under the FESA, a USFS sensitive species, and CDFW species of special concern. They rely on mature, multi-layered, complex, high canopy cover forests with coarse woody debris, such as fallen dead trees and large branches, for foraging, roosting, and nesting. CSO nesting and fledging activity lasts from mid-February to mid-September, and they typically have one nest per year. Most of their time is spent in activity centers which are approximately 300 acres of habitat in a territory where individuals nest, roost, and forage. Mechanical thinning for fuel reduction and forest management may increase long-term habitat resiliency and prevent stand-replacing fires; however, CSO occupancy, reproduction, and foraging is negatively correlated with thinned forest habitat because of reduced canopy cover and mammalian prey species habitat (USFWS 2023c).

No CSO were observed during the reconnaissance-level survey, and no occurrences documented in the CNDDB are present in the BSA. In addition, no CSO protected activity centers are present in the BSA. Habitat in the APE is not suitable for CSO roosting or nesting considering the lack of canopy cover and forest complexity, but the APE may provide foraging and perching opportunities. The BSA may provide suitable habitat for nesting, roosting, and foraging considering the presence of dense, high canopy areas with woody debris, dead trees, snags, and drainages located away from the developed areas. Within the Lake Tahoe Basin, CSO protected activity centers are generally located around Fallen Leaf Lake, Luther Pass, and areas in the northwest between Homewood and Crystal Bay. The closest CSO protected activity centers are located approximately 1.5 miles southwest of the APE near Lower Echo Lake, and 1.6 miles southeast of the APE between State Route 89 and Hell Hole.

Considering no CSO are documented by the CNDDB in the BSA, no CSO or nesting habitat were observed in the APE during the reconnaissance-level survey, and no CSO protected activity centers are documented in the BSA, no Project-related disturbance or impact to CSO are expected. CSO may occur as a nocturnal transient, as they disperse and move between suitable habitats in the region. No species-specific avoidance and minimization measures are proposed for CSO. A pre-construction nesting bird survey, described in more detail in section 5.2, will be conducted prior to vegetation removal to ensure no impacts to nesting birds and raptors occur because of the Project.

4.1.3 Bald Eagle

Bald eagles are listed as endangered under the CESA, are a TRPA special interest species, and are protected by the Bald and Golden Eagle Protection Act. Locally, they are year-round residents and migrants in the Lake Tahoe Basin. Bald eagles use shorelines along large bodies of water and river courses for both nesting and wintering. Snags, broken-topped trees, or rocks near water are required for foraging and nesting. Most nests are in large trees with open branches within 1 mile of a water body. In Lake Tahoe, known nesting sites include Emerald Bay and Marlette Lake. Wintering sites are located at Taylor, Tallac, Pope, and the Upper Truckee Marsh (Romsos 2000).

While bald eagle nesting sites are not known to be present in the BSA, suitable foraging habitat is present along the Upper Truckee River, around Lake Baron, Osgood Swamp, and Washoe Meadows State Park. During the reconnaissance-level survey, no nest sites or nesting habitat were observed in the APE, and no bald eagles were observed. However, bald eagles are yearlong residents in the basin and have recently been observed in nearby areas outside the BSA (such as the Upper Truckee Marsh) and may reasonably be expected to occur in the APE

as transients as they move between suitable foraging, nesting, and wintering habitats in the region. Suitable nesting habitat may be present in the BSA, but is limited by development, human disturbance, and proximity to suitable water bodies.

No species-specific avoidance and minimization measures are proposed for bald eagles, as no nesting habitat is present in the APE and nesting in the BSA is unlikely. A pre-construction nesting bird survey, described in more detail in section 5.2, will be conducted prior to vegetation removal to ensure no impacts to nesting birds and raptors occur because of the Project.

4.1.4 Monarch Butterfly

Monarch butterfly eggs, larvae, and adults depend on milkweed (*Asclepias* spp.) plants. Abundant milkweed is required as a host plant for oviposition and larval consumption, and flowering plants of various species are required for adult feeding throughout the breeding and migration seasons, during which individuals in the western region migrate from coastal California overwintering sites. Monarchs migrate from Mexico and California to Canada, with multiple generations breeding along the way in a single season, returning to their overwintering sites in the fall. Overwintering and roosting habitat provides suitable microclimate, protection, and are typically associated with nectar and water sources (USFWS 2020).

Monarchs are widespread with 27 extant populations and 4 populations with an unknown status. Fifteen of the worldwide populations are at risk of extinction, and the eastern and western North American populations have declining growth rates over the last 20 years. These declines are attributed to habitat loss, grassland conversion to agricultural use, herbicides, insecticides, logging and poor management of overwintering habitat, urban development, drought, and climate change (USFWS 2020). The monarch butterfly is proposed threatened under the FESA. Proposed critical habitat is not present in the BSA.

No monarch butterflies were observed during the reconnaissance-level field survey, no milkweed host plants were observed, and overwintering habitat is not present. Considering the lack of host plants and overwintering habitat, the species is unlikely to use the APE for roosting or reproduction. Individuals may occur during spring and fall migration as transients and may feed on nectar sources in the APE. No avoidance and minimization measures are recommended for the species, as no impacts to monarch butterfly adults, host plants, eggs, or larvae are expected.

4.1.5 Mule Deer

Mule deer are a TRPA special interest species for their value to the public for wildlife viewing and hunting. Individuals from the Verdi sub-unit of the Loyalton-Truckee herd and the Carson River herd can be found in the Tahoe Basin during the summer. They typically migrate to lower elevation areas with less snow for the winter. While TRPA does not permit projects that would reduce the availability of fawning habitat, populations are mostly affected by loss of wintering habitat outside the basin (TRPA 2019). TRPA fawning habitat is absent in the APE, but is present in the BSA (**Appendix A, Figure 6**). The APE is located within a migration corridor for the Carson River herd (**Appendix A, Figure 8**). The Project will not impact fawning habitat and will not significantly impact the corridor considering existing development and human disturbance, as discussed in section 3.3.3. Therefore, no avoidance and minimization measures are proposed for this species.

4.1.6 Migratory Nesting Birds

Neither nesting birds, nor evidence of prior nesting, were observed in the APE during the reconnaissance-level survey; however, the survey was conducted post-nesting season for most species commonly observed in the Lake Tahoe Basin. The APE provides suitable habitat for many nesting bird species, including tree, cavity, and ground-nesting species. While nesting raptors are possible to occur in the APE, their likelihood of occurrence is reduced by the overall development, noise, and human disturbance in the vicinity of the APE. Vegetation removal is anticipated as part of the Project; therefore, there is a high risk for the Project to impact nesting birds and raptors that may occur in the APE. A pre-construction nesting bird survey, described in more detail in section 5.2, will be conducted prior to vegetation removal to ensure no impacts to nesting birds and raptors protected under the MBTA occur because of the Project.

4.1.7 Bats

Numerous bat species listed as sensitive by the LTBMU and as species of special concern by CDFW have been uncommonly documented in the Lake Tahoe Basin over the past two decades. These species include pallid bat (*Antrozous pallidus*), western red bat (*Lasiurus blossevilliiare*), fringed myotis (*Myotis thysanodes*), and Townsend's big-eared bat (*Corynorhinus townsendii*). Life history, preferred habitats, roost structures, and hibernacula are variable among bat species, but in general, habitat suitable for bats include crevices, peeling bark on trees, snags, rock outcrops, cavities, bridges, buildings, mines, etc., that may provide shelter for roosting, hibernation, or maternal colonies. While no bat species were identified in the BSA or APE by the database searches or during the reconnaissance-level survey, mature trees throughout the APE may provide suitable habitat for bat roosting. The reconnaissance-level survey was conducted during the day which allowed for the evaluation of potential roosting features and suitable habitat, and no signs of roosting were observed. However, roosting bat occupancy status may change over time. A pre-construction roosting bat survey, described in more detail in section 5.2, will be conducted to evaluate roosting bat occupancy in the APE prior to tree removal and to ensure no impact to bat species occurs because of the Project.

4.2 Special Status Plant Species with Potential to Occur

Features considered suitable habitat for special status plant species in the Lake Tahoe Basin (Forest Service Sensitive species and CNPS rare plant rank 1 and rank 2 species) generally include, but are not limited to, wet meadows, drainages, creeks, seeps, ponds, swamps, bogs, fens, and lake shores. Habitat in the APE, overall, is disturbed and low quality for special status plants considering existing surrounding impacts and lack of wetland features or moist microhabitats. However, rocky coniferous forest habitat is present in the southern portion of the APE, which may provide habitat for starved daisy. Given the unlikely to moderate potential for special status plant species to occur in the APE (**Table 2**) and the occurrence of broad-nerved hump moss, marsh skullcap, and mud sedge in the BSA (**Appendix A, Figure 5**), a pre-construction rare plant survey will be conducted to ensure no impacts to special status plants occur because of the Project. This survey is described in more detail in section 5.2. Based on the results of the survey and database research, plants listed under the FESA, CESA, or TRPA special interest plant species are absent; therefore, coordination with the resource agencies and mitigation for impacts to protected plant species are not anticipated.

24 Sierra juniper trees were observed in the APE, and 2 are over the 14-inch dbh requirement for preservation under the Meyers Area Plan described in section 1.4.3 above. A 29.5-inch dbh Sierra juniper is present in the direct APE and is to be preserved, and the other is 22.5-inch dbh and in the indirect APE. One Sierra juniper in

the indirect APE is close to the 14-inch dbh requirement, measured at 13.5-inch dbh during the reconnaissance-level survey. The other Sierra juniper trees observed measured between <1-inch and 11.25-inches dbh (**Appendix A, Figure 7**). Ordinance 160, Landmark Tree Protection, in the Meyers Area Plan states that Live Sierra Junipers of any size in the Meyers Recreation or Upper Truckee River Corridor; and other trees identified on the Landmark Tree Map, as amended, shall not be removed unless they meet one of the criteria in TRPA Code sections 61.1.4.A and 61.1.4.B, and a permit is issued by TRPA. Therefore, all 24 Sierra junipers may require protection or TRPA permitting for removal, regardless of size, since the APE is in a Meyers Recreation area.

4.3 Habitats and Natural Communities of Special Concern

4.3.1 TRPA Threshold Habitats

Numerical and management standards apply to certain areas specified by TRPA as habitat for special interest species identified in the TRPA Regional Plan. The Bi-State Compact gives TRPA authority to establish environmental quality standards, called thresholds, and to enforce ordinances to achieve thresholds. Habitat threshold areas including waterfowl habitat, deer fawning habitat, and an American goshawk protected activity center are mapped by TRPA in the BSA (**Appendix A, Figure 6**). These habitat areas do not overlap with the APE.

Disturbance-free zones, sometimes referred to as protected activity centers, protect important sites that are used by special interest species by restricting habitat manipulations or other activities that would degrade the condition of habitat within the site. The zones are areas where activities that would disturb the species are minimized. The disturbance-free zones include a 0.5-mile radius buffer around bald eagle nests and a 0.25-mile radius buffer around osprey, golden eagle, and peregrine falcon nests. Goshawk disturbance-free zones include both a 0.25-mile circular buffer and the most suitable 500 acres of habitat surrounding the nest site. Specific areas are mapped for wintering bald eagles, deer, and waterfowl. Influence zones include a 3.5-mile radius buffer for goshawk, a 0.6-mile radius for osprey, a 9.0-mile radius buffer for golden eagle, and a 7.6-mile radius buffer for peregrine falcon. Specific influence areas are mapped for wintering bald eagle, deer, and waterfowl, and a variable influence zone is set for bald eagle nests. Goshawks and bald eagles are also considered sensitive species by the USFS, and they receive additional consideration in all management decisions affecting Forest Service lands (TRPA 2019).

In addition, the LTBMU has provided a buffer of all wetlands associated with the Lake Tahoe Basin as suitable habitat for Sierra Nevada yellow-legged frog. TRPA has adopted this Sierra Nevada yellow-legged frog suitable habitat into their open GIS wildlife data, which is included in **Appendix A, Figure 6**, but there are no TRPA threshold standards for Sierra Nevada yellow-legged frog or its habitat. Sierra Nevada yellow-legged frog habitat is absent in the APE, and the species was not observed during the reconnaissance-level survey.

The Project will not cause impacts to TRPA threshold habitat areas; therefore, no avoidance and minimization measures are proposed. Additional coordination with TRPA for threshold habitat areas, if necessary, will occur during the permitting process.

4.3.2 Jurisdictional Aquatic Resources

The USFWS NWI identifies freshwater emergent wetland, freshwater forested/shrub wetland, freshwater pond, and riverine features in the BSA. Wetland features were verified during the reconnaissance-level survey, and there are no wetland features in the APE (**Appendix A, Figure 3**). Stormwater ditches were observed in the APE

along the south edge of the Class 1 bike path and along the south edge of Pomo Street, which are sparsely vegetated with upland grasses, forbs, and shrubs.

4.4 Invasive Species

For the purposes of this assessment, an “invasive” species is a non-native species whose introduction causes, or is likely to cause, environmental harm or harm to human health. Urban and heavily trafficked areas in the Lake Tahoe Basin are of high concern for the spread and introduction of invasive plant species. During the reconnaissance-level survey, cheatgrass and white sweetclover were observed in the APE, primarily along the Class 1 bike path and landscaping in the northern section of the APE. Considering the infestation of invasive species described above and in Section 3.3.2, the Project has the potential to cause the spread of invasive species unless appropriate construction controls and avoidance and minimization measures are followed.

5 Conclusions and Recommendations

5.1 Special Status Species

5.1.1 USFWS/Federal Endangered Species Act

Following the database research and reconnaissance-level survey, NCE determined the Project will have no effect on federally listed species and no formal or informal consultation with USFWS is anticipated.

5.1.2 CDFW/California Endangered Species Act

Following the database review and the reconnaissance-levels survey, an Incidental Take Permit from CDFW is not anticipated. Impacts to species with unlikely to moderate potential to occur that are listed as a candidate, threatened, or endangered species under the CESA, or as species of special concern, including bald eagle, CSO, and American goshawk, are not anticipated.

5.1.3 Tahoe Regional Planning Agency

Project-related impacts to TRPA special interest species or threshold habitats are not anticipated. Additional avoidance and minimization measures or conditions of approval may be stipulated by the Project's TRPA permit.

5.1.4 Meyers Area Plan

The Project is located in a Meyers Recreation zoning area, and Sierra juniper trees of any size are required to be protected, unless otherwise exempt under the TRPA Code of Ordinances and/or permitted by TRPA. Trees identified on the Landmark Tree Map in the Meyers Area Plan are absent in the Project area, but the Sierra junipers in the APE still require protection under Meyers Area Plan Design Standard 1d, Section B Policy 2.1, and Ordinance 160, Landmark Tree Protection.

5.2 Avoidance and Minimization Measures

BIO-1: Project activities that could result in nesting migratory bird and raptor take, such as removal of vegetation or man-made structures and conducting activities that may cause excessive noise, vibrations, or otherwise have potential to cause nest abandonment, will be performed outside the migratory bird and raptor nesting season typically defined as February 1st through August 31st. If these activities are to occur during the nesting season, the Project proponent will hire a qualified biologist to conduct a nesting bird and raptor survey no more than 14 days prior to the beginning of those activities within a 100-foot buffer of the APE. If nesting birds or raptors are detected within or near the APE during the nesting bird survey, the Project proponent, under recommendation from the qualified biologist, will establish a suitable activity-free buffer around active nest sites and implement a monitoring program. The size of the buffer, duration of buffer, acceptable activities within the buffer, and monitoring requirements may be established through coordination with the resource agencies depending on the species.

BIO-2: At least 14 days prior to removal or modification of trees, or other features that may provide roosting habitat for bats, a qualified biologist will conduct a pre-construction survey to determine the presence or absence of roosting bats. Results of the survey will be provided to the Project proponent. If bats or signs indicating past or present roosting are found, the Project proponent will report the bat observation or roost to

CDFW and will delay removal until the roost can be confirmed unoccupied. The Project proponent will coordinate with CDFW to determine an appropriate activity-free buffer area around occupied roosts in the Project area, if found.

Bio-3: Sierra juniper trees in the APE will be avoided and protected regardless of dbh, where possible. Individuals under 14 inches dbh that cannot be avoided may need to be relocated, or otherwise mitigated, as feasible and consistent with the Project permits, Meyers Area Plan, and TRPA Code of Ordinances. Sierra junipers will be protected around the entire dripline, at a minimum, with orange snow fencing. No ground disturbance, compaction, or staging/storage of construction materials will occur within the vegetation protection fencing. In addition, the Project proponent will implement the following design standard:

- **Meyers Area Plan Design Standard 1d:** Protection of Sierra Juniper Trees. Protect and maintain existing Sierra junipers through careful site design, consistent with Ordinance 160, Landmark Tree Protection. Where a juniper appears to be in the way of a proposed building, structure, parking area or other improvement, relocate the improvement to save the tree. Do not implement site improvements in such a manner that a juniper or its root system will be damaged or destroyed. This may result in building a sign, deck, or other portion of a building around the tree or incorporating the tree into the structure. Maintain the existing grade around each juniper to a minimum of at least the edge of the tree's dripline. Do not build structures inside the dripline. Standing dead Sierra junipers which are not a safety hazard should be considered for retention as wildlife habitat.

BIO-4: To prevent the spread of invasive species, the Project proponent will treat and/or remove invasive plants in the APE prior to construction. Any construction equipment and materials that enter the APE will be cleaned, free of dirt, vegetation material, and other organic/inorganic debris. Equipment and materials will be cleaned prior to entering the APE. Disturbed soil areas and stockpiles will be covered when inactive and will be monitored/treated for invasive plant species establishment. All disturbed soil areas will be landscaped or otherwise revegetated with native species.

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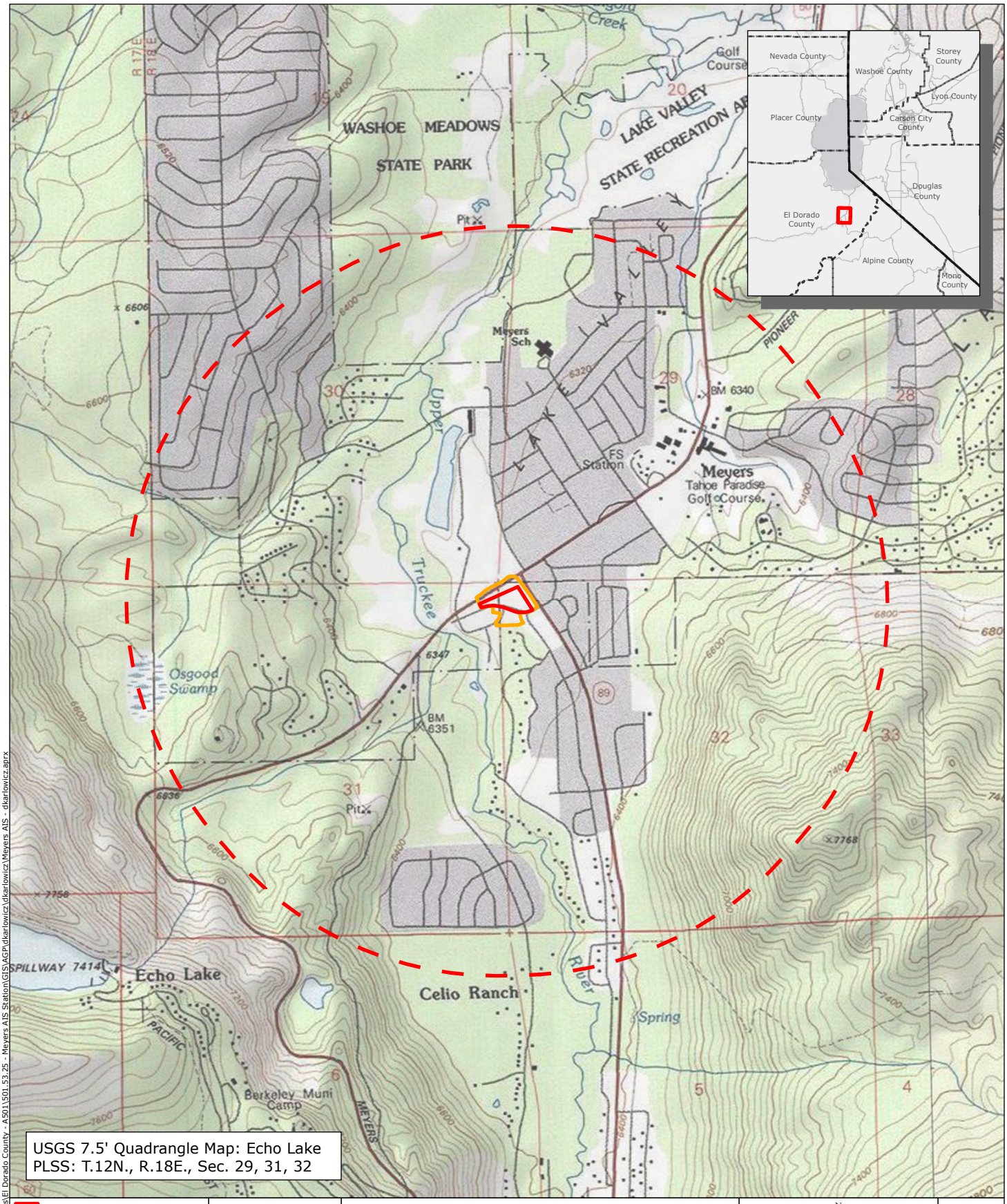
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Appendix A

Figures



USGS 7.5' Quadrangle Map: Echo Lake
PLSS: T.12N., R.18E., Sec. 29, 31, 32

Direct APE
Indirect APE
Biological Study Area

NCE

Permanent Meyers Watercraft Inspection Station Project

Project Location Map

N

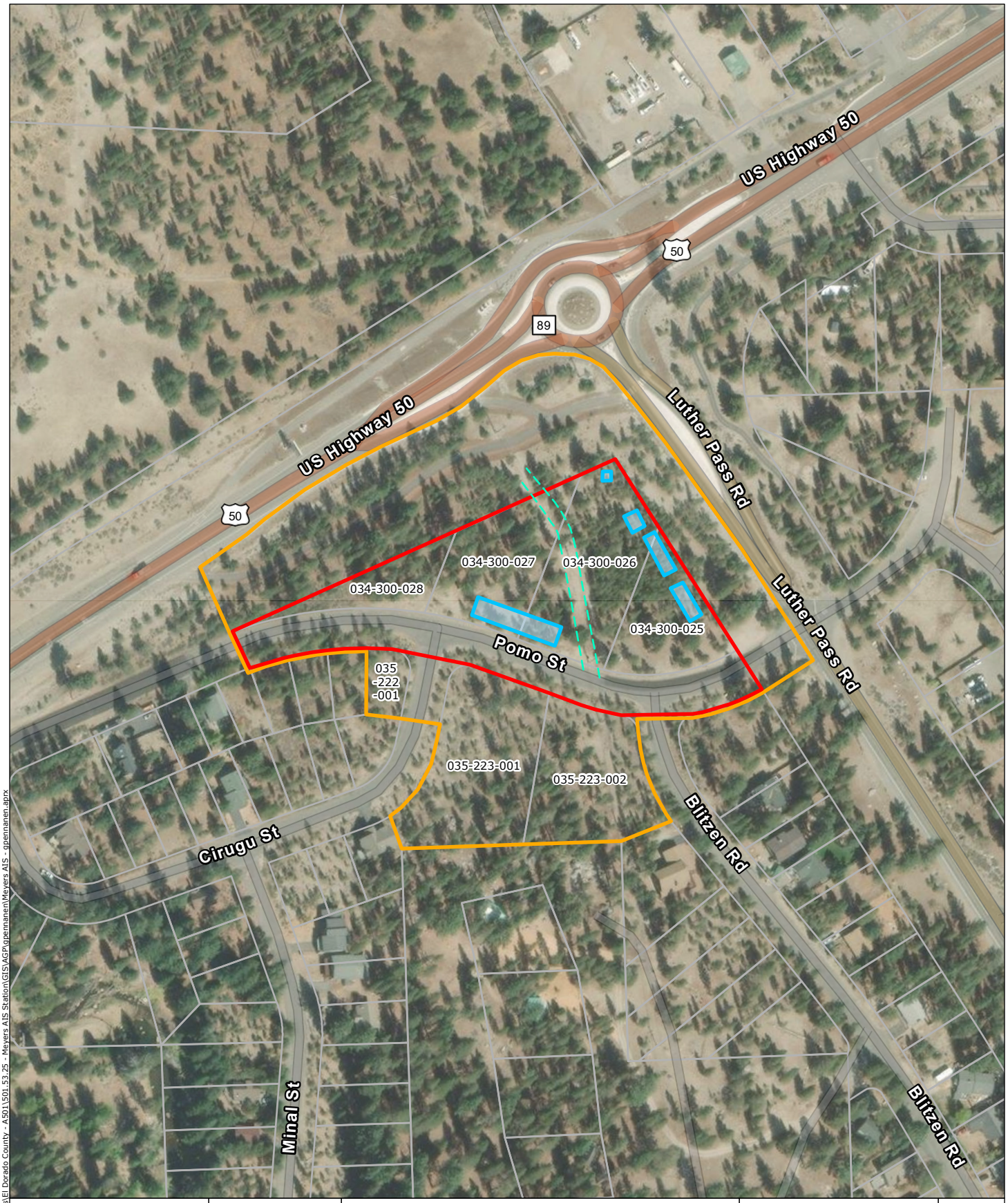
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FIGURE 1

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
USA Topographic Basemap	501.53.25	G. Pennanen	8/29/2024	-	J. Hall

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Direct APE
Indirect APE
El Dorado County Parcels
Proposed Structures (approximate location)
Utility Easement (approximate location)

NCE

Permanent Meyers Watercraft Inspection Station Project

Area of Potential Effect (APE) Map

N

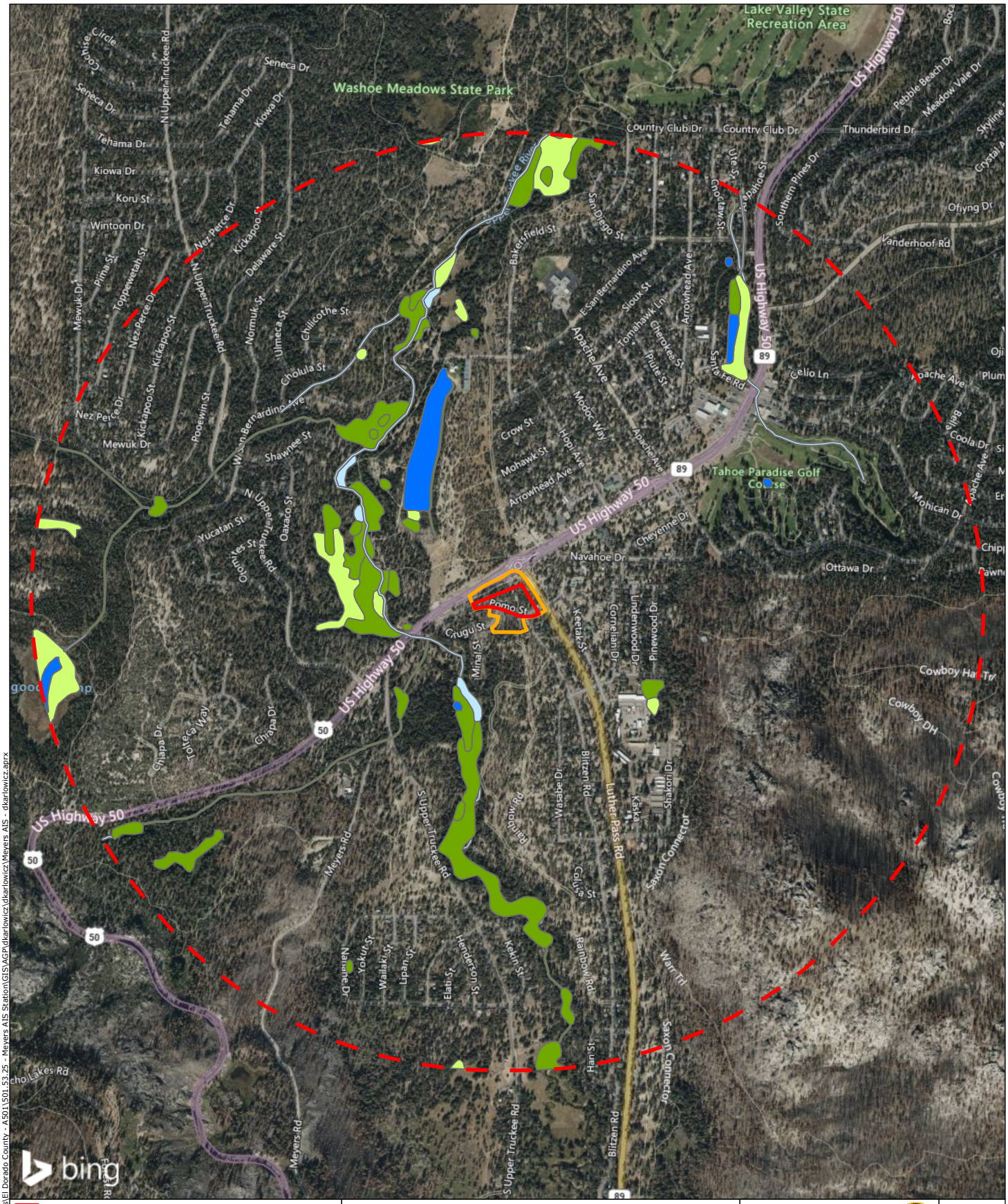
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FIGURE 2

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ESRI Imagery with Metadata Basemap	501.53.25	G. Pennanen	7/22/2024	8/8/2024	J. Hall

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- Direct APE
- Indirect APE
- Biological Study Area
- Riverine
- Freshwater Pond
- Freshwater Emergent Wetland
- Freshwater Forested/ Shrub Wetland

Permanent Meyers Watercraft Inspection Station Project

National Wetland Inventory (NWI) Map

NCE

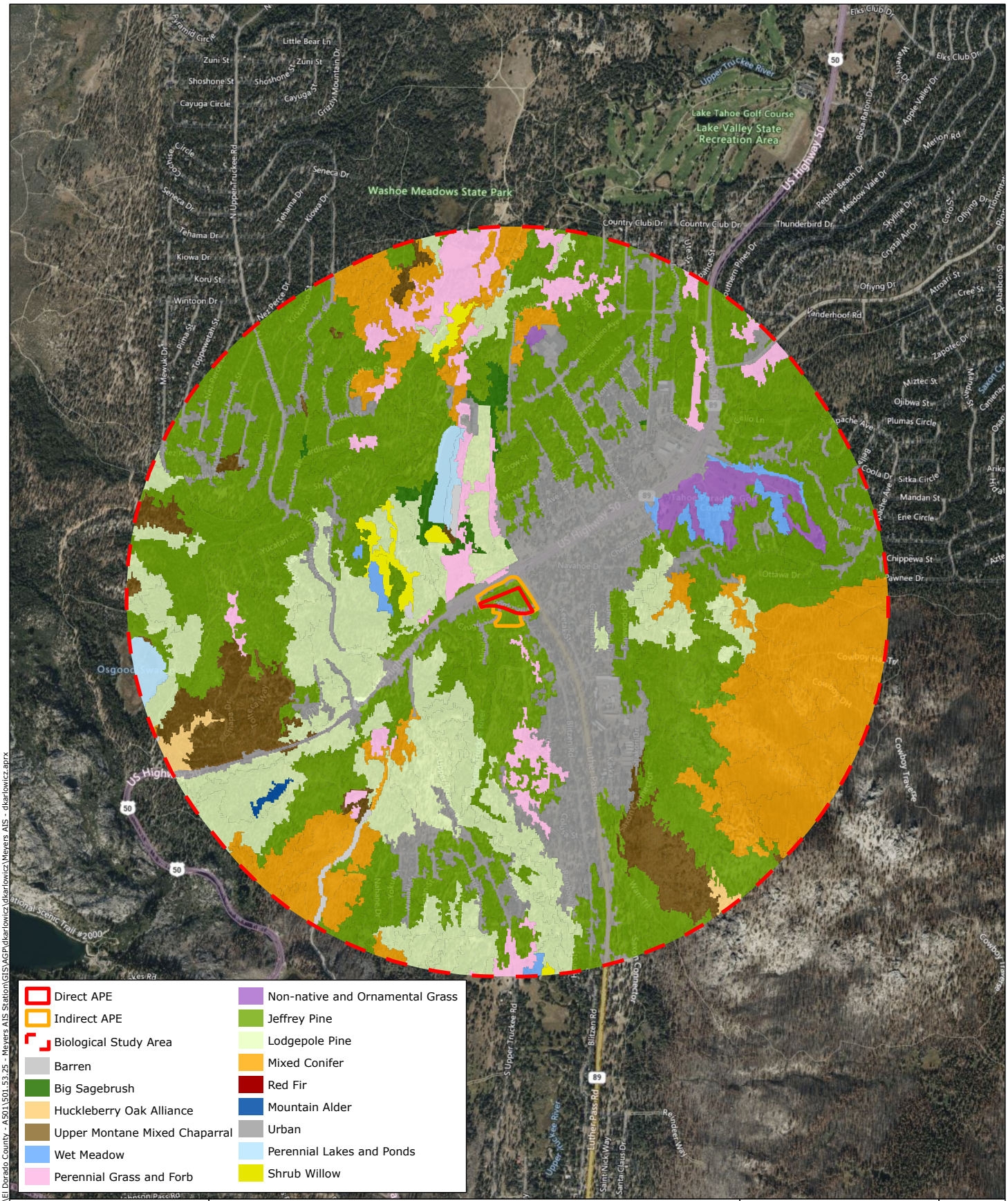
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1 inch = 1600 ft.

0 800 1,600 ft.

FIGURE 3

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Permanent Meyers Watercraft Inspection Station Project

Classification and Assessment with Landsat of Visible Ecological Groupings (CALVEG) Map

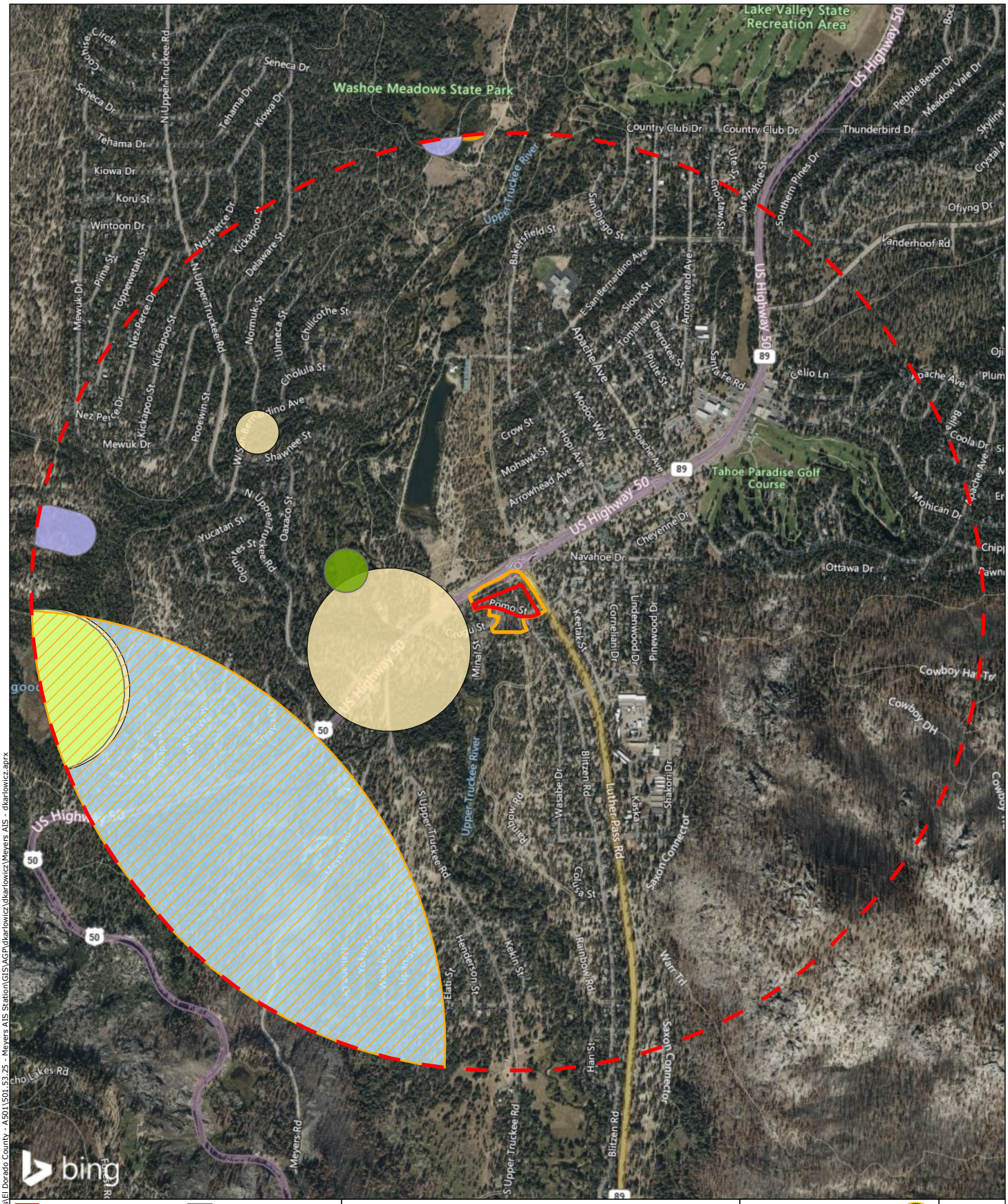
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1 inch = 2000 ft.

0 1,000 2,000 ft.

FIGURE 4

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Bing Aerial Basemap	501.53.25	D. Karlowicz	10/3/2024	-	D. Rios



Direct APE	Sphagnum Bog
Indirect APE	broad-nerved hump moss
Biological Study Area	marsh skullcap
Sierra Nevada snowshoe hare	mud sedge
North American porcupine	American badger

Permanent Meyers Watercraft Inspection Station Project

California Natural Diversity Database (CNDDB) Map

NCE

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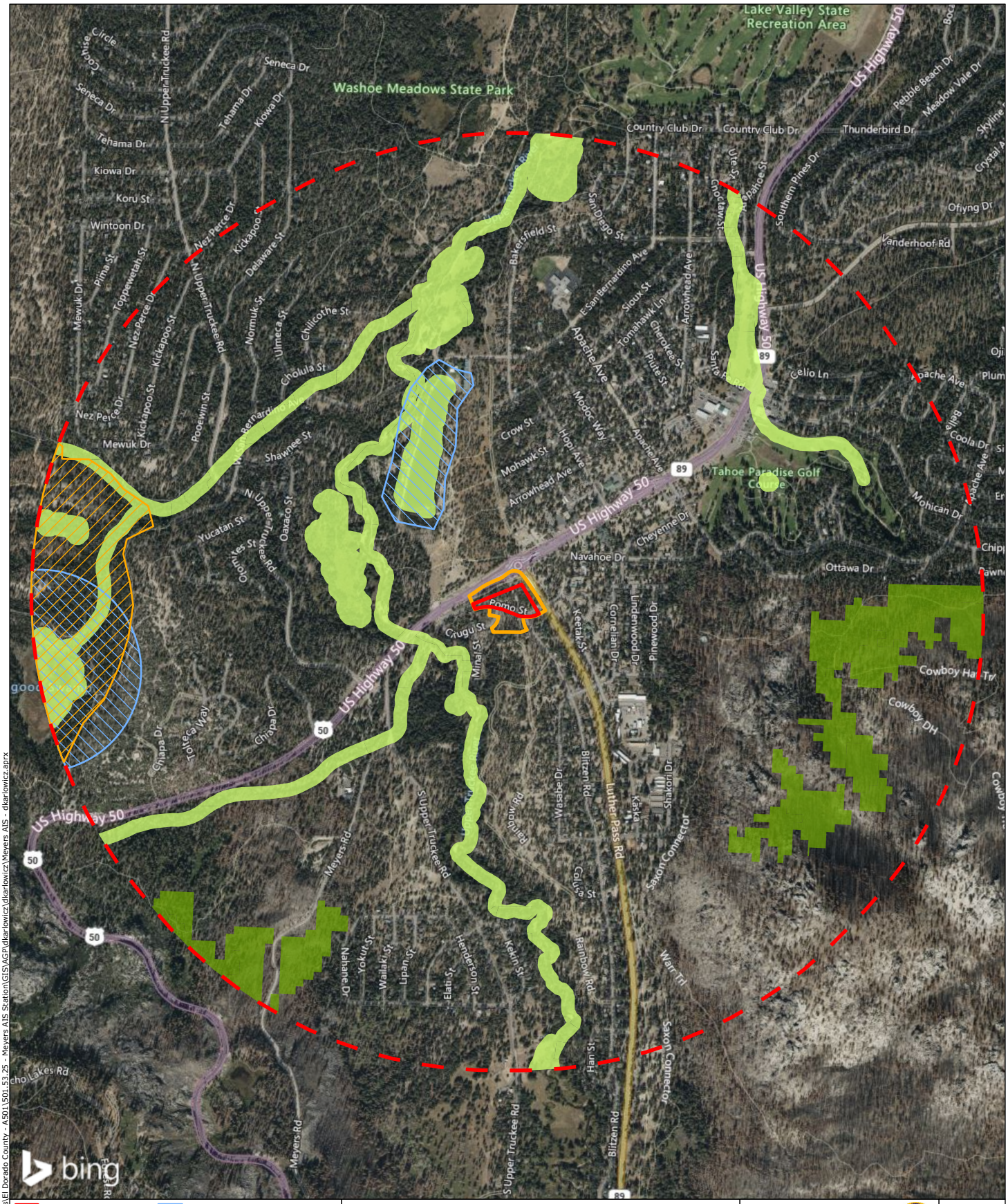
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FIGURE 5

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- Direct APE
- Indirect APE
- Biological Study Area
- American goshawk PAC
- Waterfowl habitat
- Deer fawning habitat
- SNYLF suitable habitat (LTBMU)

PAC = protected activity center
SNYLF = Sierra Nevada yellow-legged frog (*Rana sierrae*)
LTBMU = Lake Tahoe Basin Management Unit

Permanent Meyers Watercraft Inspection Station Project

Tahoe Regional Planning Agency (TRPA)
Biological Resource Map

NCE

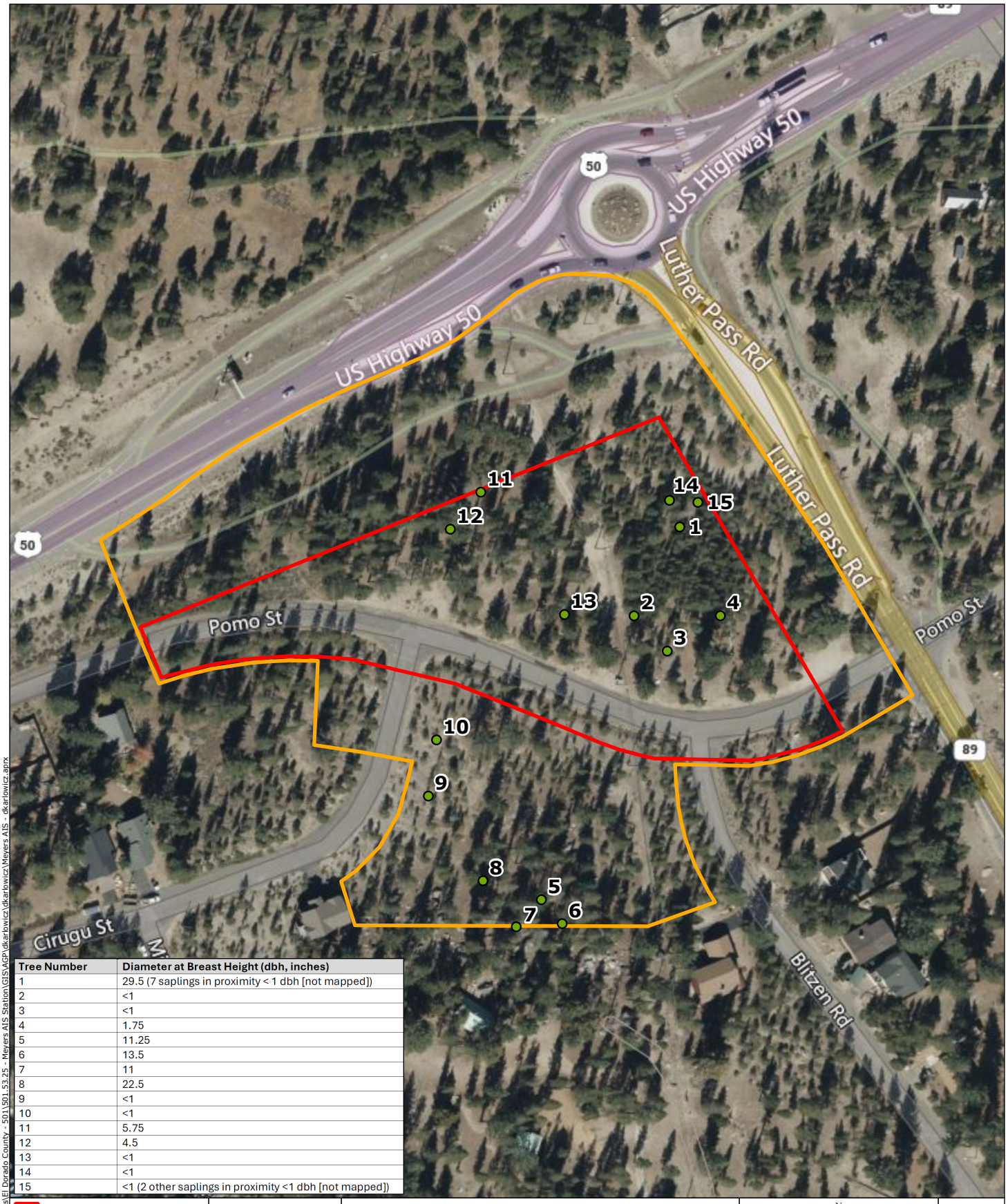
N

1 inch = 1600 ft.

0 800 1,600 ft.

FIGURE 6

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
Bing Aerial Basemap	501.53.25	D. Karlowicz	10/3/2024	-	D. Rios



Tree Number	Diameter at Breast Height (dbh, inches)
1	29.5 (7 saplings in proximity < 1 dbh [not mapped])
2	<1
3	<1
4	1.75
5	11.25
6	13.5
7	11
8	22.5
9	<1
10	<1
11	5.75
12	4.5
13	<1
14	<1
15	<1 (2 other saplings in proximity <1 dbh [not mapped])

Direct APE
Indirect APE
Sierra juniper

NCE

Permanent Meyers Watercraft Inspection Station Project

Sierra Juniper (*Juniperus grandis*) Location Map

N

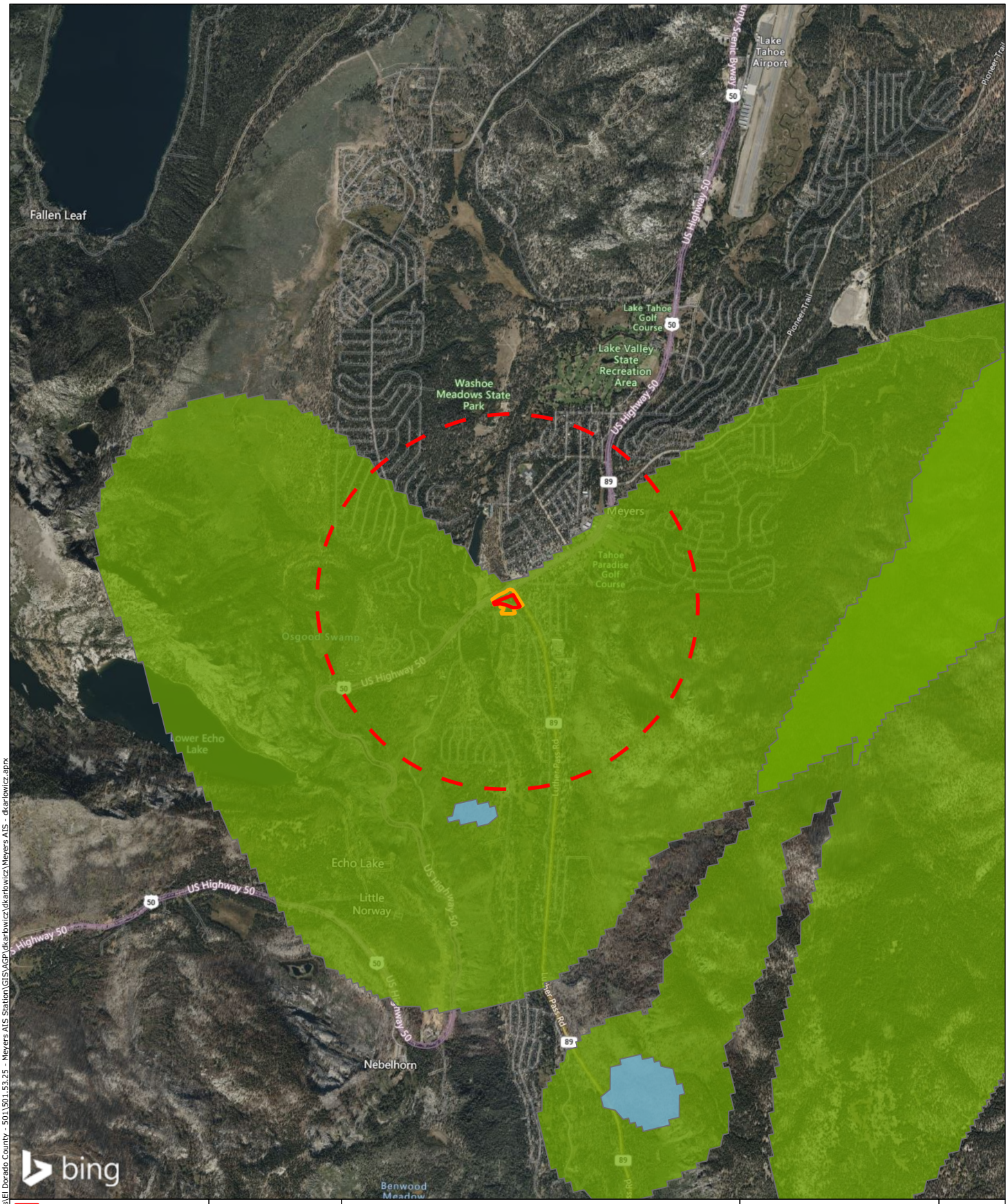
1 inch = 150 ft.

0 50 100 150 ft.

FIGURE 7

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
Bing Aerial Basemap	501.53.25	D. Karlowicz	10/3/2024	6/26/2025	D. Rios

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- Direct APE
- Indirect APE
- Biological Study Area
- Mule deer corridor
- Mule deer stopover

NCE

Permanent Meyers Watercraft Inspection Station Project

Carson River Mule Deer Migration Corridor Map

N

1 in. = 4,000 ft.

0 2,000 4,000 ft.

FIGURE 8

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
Bing Aerial Basemap, USGS	501.53.25	D. Karlowicz	6/26/2025	-	G. Pennanen

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Appendix B

USFWS Information for Planning and Consultation Report

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: 06/25/2025 23:35:39 UTC
Project Code: 2024-0135483
Project Name: Permanent Meyers Watercraft Inspection Station Project

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 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).

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: 2024-0135483
Project Name: Permanent Meyers Watercraft Inspection Station Project
Project Type: Government / Municipal (Non-Military) Construction
Project Description: Background

Aquatic invasive species (AIS) have devastating environmental and economic impacts to Lake Tahoe, native species populations, local communities, and the Lake Tahoe outdoor recreation-oriented economy. Invasive species do not have predators to keep their populations low and once introduced, are difficult to eradicate. Watercrafts are the primary vector for spreading AIS into new waterways. Therefore, every motorized boat that enters Lake Tahoe must be inspected at a watercraft inspection station prior to launching.

The Tahoe Regional Planning Agency (TRPA) is the lead for the Lake Tahoe AIS Program and the project proponent for the Permanent Meyers Watercraft Inspection Station Project (Project). The Project proposes relocating the watercraft inspection station, currently located at 2175 Keetak Street in Meyers, CA to a more suitable and permanent location within Meyers. El Dorado County (County) is a local implementer of Environmental Improvement Program (EIP) projects and is the project manager for planning and implementation of the Project. Partner agencies include the U.S. Department of Fish and Wildlife Service (USFWS), Tahoe Resource Conservation District (TRCD), and California Tahoe Conservancy (Conservancy).

U.S. Highway 50 over Echo Summit presents the heaviest traffic volumes among all roadway entrances to the Lake Tahoe Basin, so keeping the watercraft inspection station in Meyers and nearby U.S. Highway 50 is critical. The station currently inspects around 13 boats per day throughout the boating season (May through October), to around 26 boats per day during peak season in July. During special events, boat numbers can exceed 100 in a single day. On average, 5 employees work from 8:00 a.m. to 6:00 p.m., but for events like the 4th of July or the American Century Celebrity Golf Championship, up to 8 employees are present.

Challenges at the current location include limited onsite queuing, constrained space for inspections and decontamination, temporary utility connections, and seasonal access (the site is used for other activities in winter).

Proposed New Location

The preferred location for the watercraft inspection station is vacant/open space, publicly owned Conservancy asset lands on the southwest corner of the intersection of State Route 89 and U.S. Highway 50. The approximately 3.5-acre proposed Project area is comprised of four Conservancy asset land parcels (APN: 034-300-025, 034-300-026, 034-300-027, and 034-300-028) within Township 12 North, Range 18

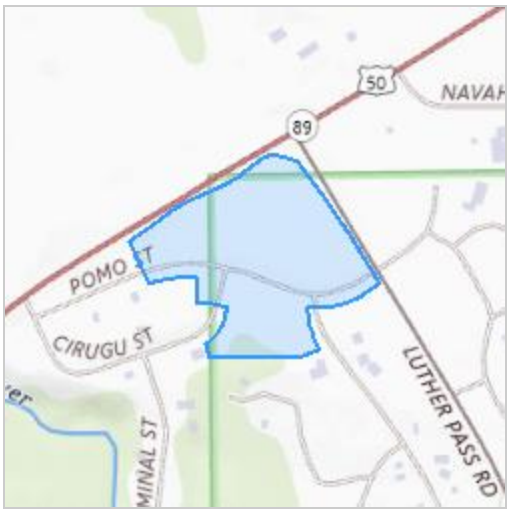
East, and Sections 29, 31, and 32. Unlike most Conservancy properties that were acquired to protect environmentally sensitive land or provide public access and recreation benefits, asset lands are typically non-sensitive parcels that can support sustainable development consistent with local Area Plans. These properties are acquired through litigation, to accumulate development rights, or as “bulk acquisitions” of environmentally sensitive as well as developable lands, and other lands that may no longer be suitable for their original purpose.

Proposed Project Features

The proposed Project would consist of construction of a boat inspection and decontamination area, vehicle entrance and exit with truck/boat trailer queuing lanes, decontamination unit and other mechanical and stormwater treatment facilities, associated mechanical and storage buildings, an office building, public restroom, public service bicycle station, transit stop, workforce housing and associated parking, on-site parking for employees, open space/public access area, connection to nearby bike trails, and an aquatic invasive species interpretive area.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.84979375,-120.02289808988365,14z



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)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper

Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

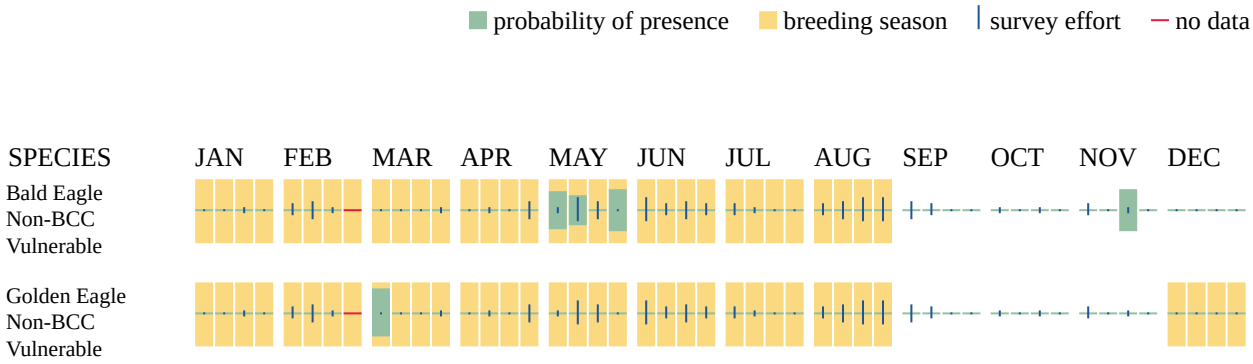
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

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).

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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)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Dipper *Cinclus mexicanus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11928	Breeds Mar 21 to Aug 21
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Black-throated Gray Warbler *Setophaga nigrescens* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9584	Breeds May 1 to Jul 20
California Gull *Larus californicus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10955	Breeds Mar 1 to Jul 31
Calliope Hummingbird *Selasphorus calliope* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9526	Breeds May 1 to Aug 15
Cassin's Finch *Haemorhous cassinii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15

NAME	BREEDING SEASON
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31
Hermit Warbler *Setophaga occidentalis* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11957	Breeds May 5 to Jul 15
Lawrence's Goldfinch *Spinus lawrencei* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Lewis's Woodpecker *Melanerpes lewis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Oak Titmouse *Baeolophus inornatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

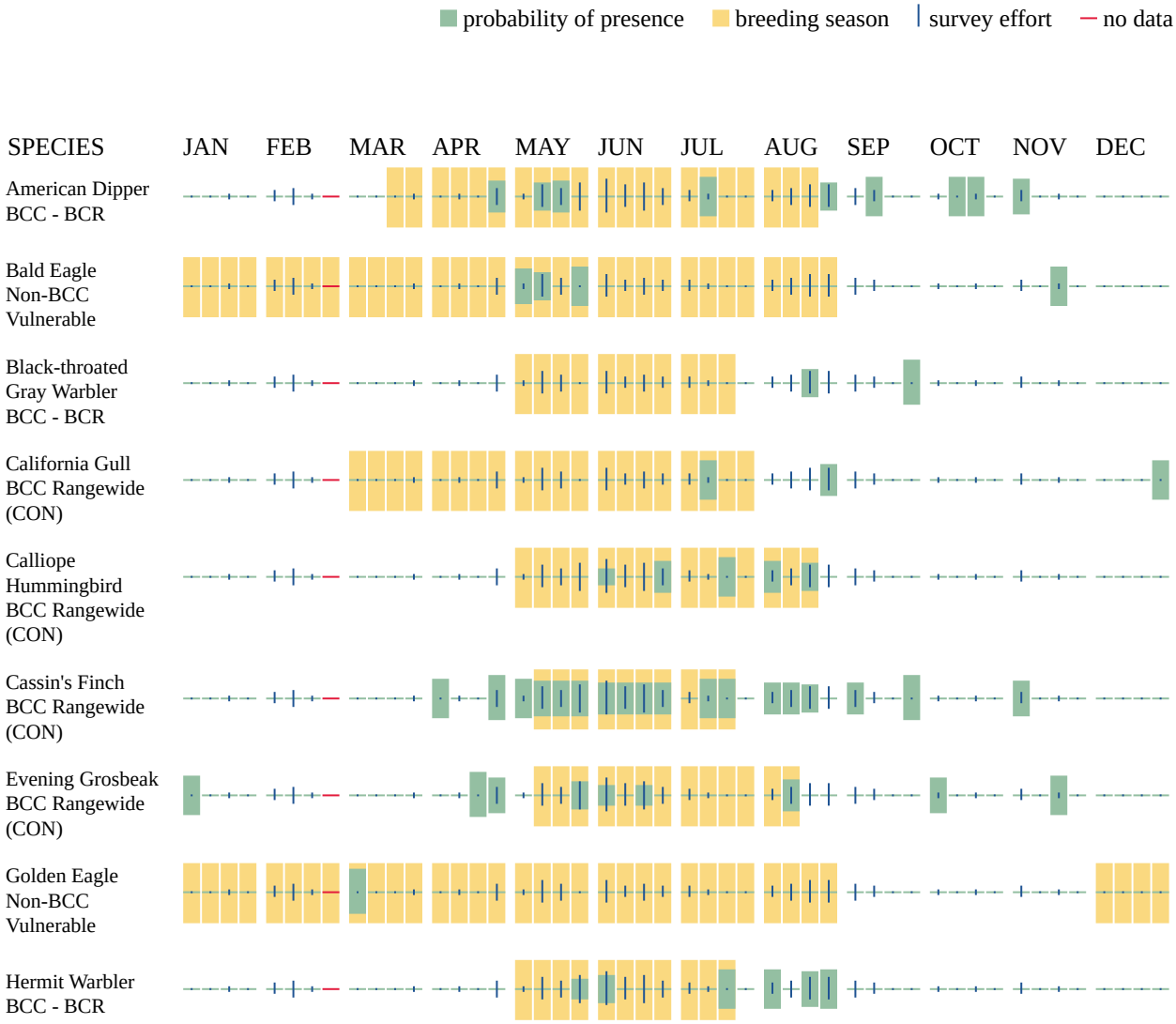
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WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: NCE
Name: Dylan Karlowicz
Address: PO Box 1760
City: Zephyr Cove
State: NV
Zip: 89448
Email dkarlowicz@ncenet.com
Phone: 7755882505

Appendix C

Photographs



Photograph 1: Northwest-facing view of Sierra juniper (*Juniperus grandis*) in the Area of Potential Effect (APE) and Area of Direct Impact (ADI), which meets protection requirements under the Meyers Area Plan. Note saplings growing around parent tree.



Photograph 2: North-facing view of typical Sierra junipers in the APE under 14 inches dbh.



Photograph 3: Northwest-facing view of typical thinned coniferous forest habitat with minimal understory in the APE.



Photograph 4: South-facing view of rock outcrop area at the south end of the APE, Area of Indirect Impact (AII).



Photograph 5: West-facing view of Pomo Street in the APE, ADI.



Photograph 6: East-facing view of Pomo Street in the APE, ADI.



Photograph 7: West-facing view of the Class 1 bike path in the APE, AII.



Photograph 8: North-facing view of the overhead utility easement and unpaved access road in the APE, ADI.

Appendix C

Environmental Noise Assessment

Environmental Noise Assessment

Meyers Permanent Watercraft Inspection Station

El Dorado County, California

June 19, 2025

Project #240703

Prepared for:

NCE Lake Tahoe Office
224 Kingsbury Grade Road, Suite 203
Stateline, NV 89449
(775) 588-2505

Prepared by:

Saxelby Acoustics LLC





Luke Saxelby, INCE Bd. Cert.
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Roseville, CA 95678

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INTRODUCTION

BACKGROUND

Aquatic invasive species (AIS) have devastating environmental and economic impacts to Lake Tahoe, native species populations, local communities, and the Lake Tahoe outdoor recreation-oriented economy. Invasive species do not have predators to keep their populations low and once introduced, are difficult to eradicate. Watercrafts are the primary vector for spreading AIS into new waterways. Therefore, every motorized boat that enters Lake Tahoe must be inspected at a watercraft inspection station prior to launching.

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PROPOSED NEW LOCATION

The preferred location for the watercraft inspection station is vacant/open space, publicly-owned Conservancy asset lands on the southwest corner of the intersection of State Route 89 and U.S. Highway 50. The approximately 3.5-acre proposed Project area is comprised of four Conservancy asset land parcels (APN: 034-300-025, 034-300-026, 034-300-027, and 034-300-028) within Township 12 North, Range 18 East, and Sections 29, 31, and 32. Unlike most Conservancy properties that were acquired to protect environmentally sensitive land or provide public access and recreation benefits, asset lands are typically non-sensitive parcels that can support sustainable development consistent with local Area Plans. These properties are acquired through litigation, to accumulate development rights, or as “bulk acquisitions” of environmentally sensitive as well as developable lands, and other lands that may no longer be suitable for their original purpose.

PROPOSED PROJECT FEATURES

The proposed Project would consist of construction of a boat inspection and decontamination area, vehicle entrance and exit with truck/boat trailer queuing lanes, decontamination unit and other mechanical and stormwater treatment facilities, associated mechanical and storage buildings, an office building, public

restroom, public service bicycle station, transit stop, workforce housing and associated parking, on-site parking for employees, open space/public access area, connection to nearby bike trails, and an aquatic invasive species interpretive area.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

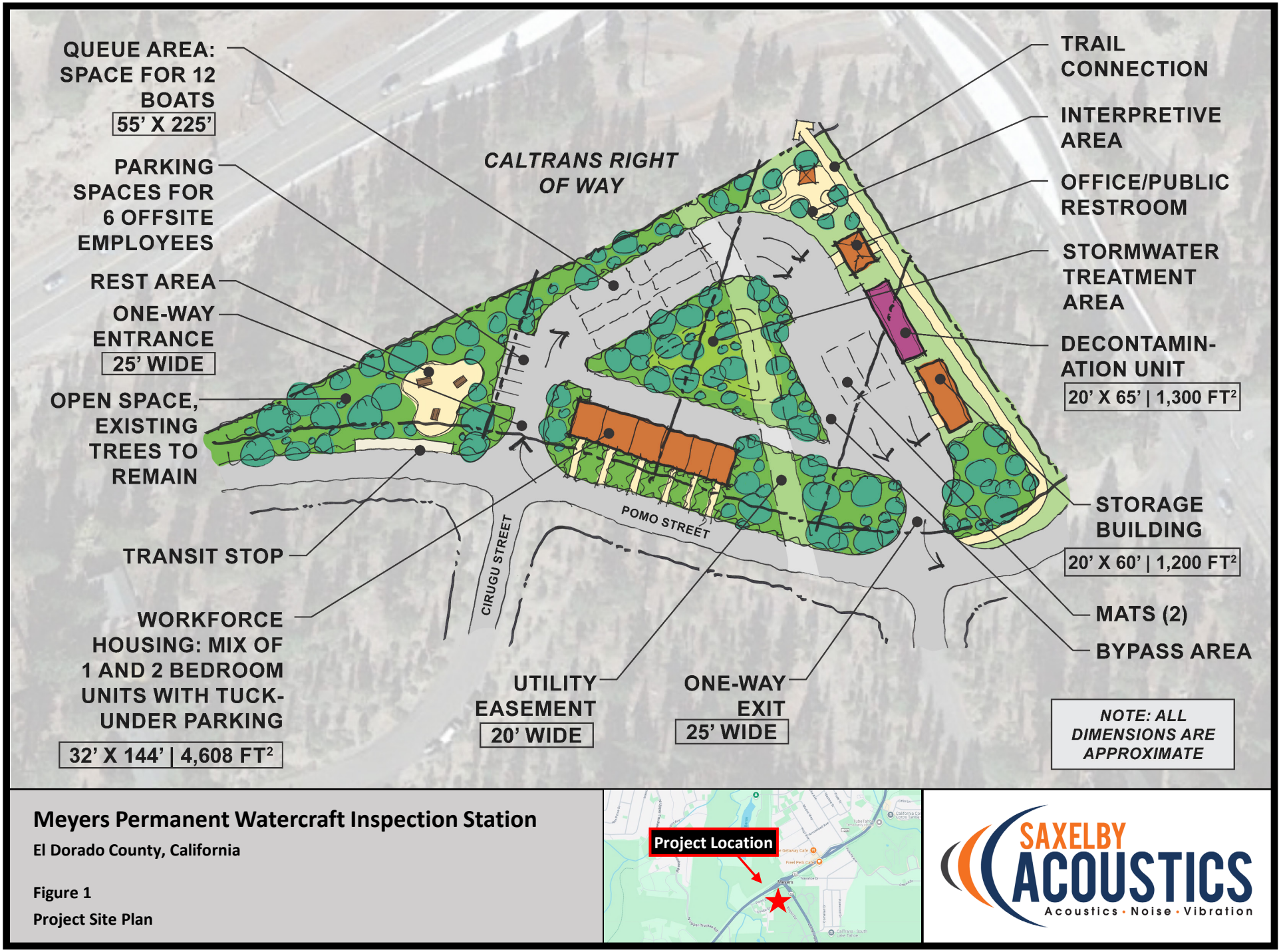
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.



Meyers Permanent Watercraft Inspection Station

El Dorado County, California

Figure 1

Project Site Plan

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El Dorado County, California

Figure 2

Noise Measurement Sites

Legend

- Project Site
- Noise Measurement Site - Long Term

125 ft 375 ft 625 ft

Projection: UTM Zone 10 / GOOGLE / meters
Rev. Date: 09/05/2024

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise-sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include single-family homes located south, west, and east of the project site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on U.S. Route 50 and California State Route 89. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at four locations on the project site. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 470 ft. to CL of Hwy 89	8/31/24	53	51	48	65	45	41	59
LT-2: 400 ft. to CL of Hwy 89	8/31/24	53	51	48	66	45	41	59
LT-3: 360 ft. to CL of Hwy 89	8/31/24	55	52	49	71	47	44	63
LT-4: 355 ft. to CL of Hwy 89	8/31/24	54	51	48	67	47	43	61

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics, 2024.*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

Based upon the analysis provided by the traffic engineer (LSC 2024), the proposed project is not predicted to generate more trips beyond the existing volumes. Therefore, traffic noise levels are predicted to remain constant with the implementation of the proposed project.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

Project site traffic circulation and residential HVAC noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

Vacuums: The proposed project will utilize two vacuum cannisters to collect waste water from cleaning operations. The vacuums are switched on while servicing watercraft and shut off while not in use. The vacuums are most heavily utilized during morning and late afternoon hours during peak project activity times. The vacuums were found to produce 78 dBA at 5 feet. Saxelby Acoustics data.

Decontamination Unit: The decontamination unit is comprised of a shipping container housing various pumps to supply cleaning solution to hoses and pressure washers. During operation, two doors on either side of the container and the doors at the end of the unit remained open. The equipment produced 55 dBA at 5 feet from the open end of the container.

Jet Ski Engines: Jet ski engines were turned on at the end of the cleaning process. The engines were idled for approximately 3 minutes then revved one to two times before shutting down. The jet ski engines were found to produce approximately 55 dBA at 65 feet while idling and 72 dBA at 65 feet while revving.

Pressure Washing: The decontamination pads were pressure washed by an employee for approximately 20 minutes before opening to the public. The pressure washing produced 62 dBA at 50 feet.

On-Site Circulation: Saxelby Acoustics estimated the proposed project would generate approximately 9 trips (one per dwelling unit) in the peak hour. Saxelby Acoustics included an additional two heavy truck trips to account for garbage collection and deliveries. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 25% of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

HVAC: Assumes a single three-ton HVAC unit for each residential unit. The units were assumed to have a sound level rating of 70 dBA (manufacturer's data). Assumes 25% operation during nighttime (10:00 p.m. to 7:00 a.m.) hours.

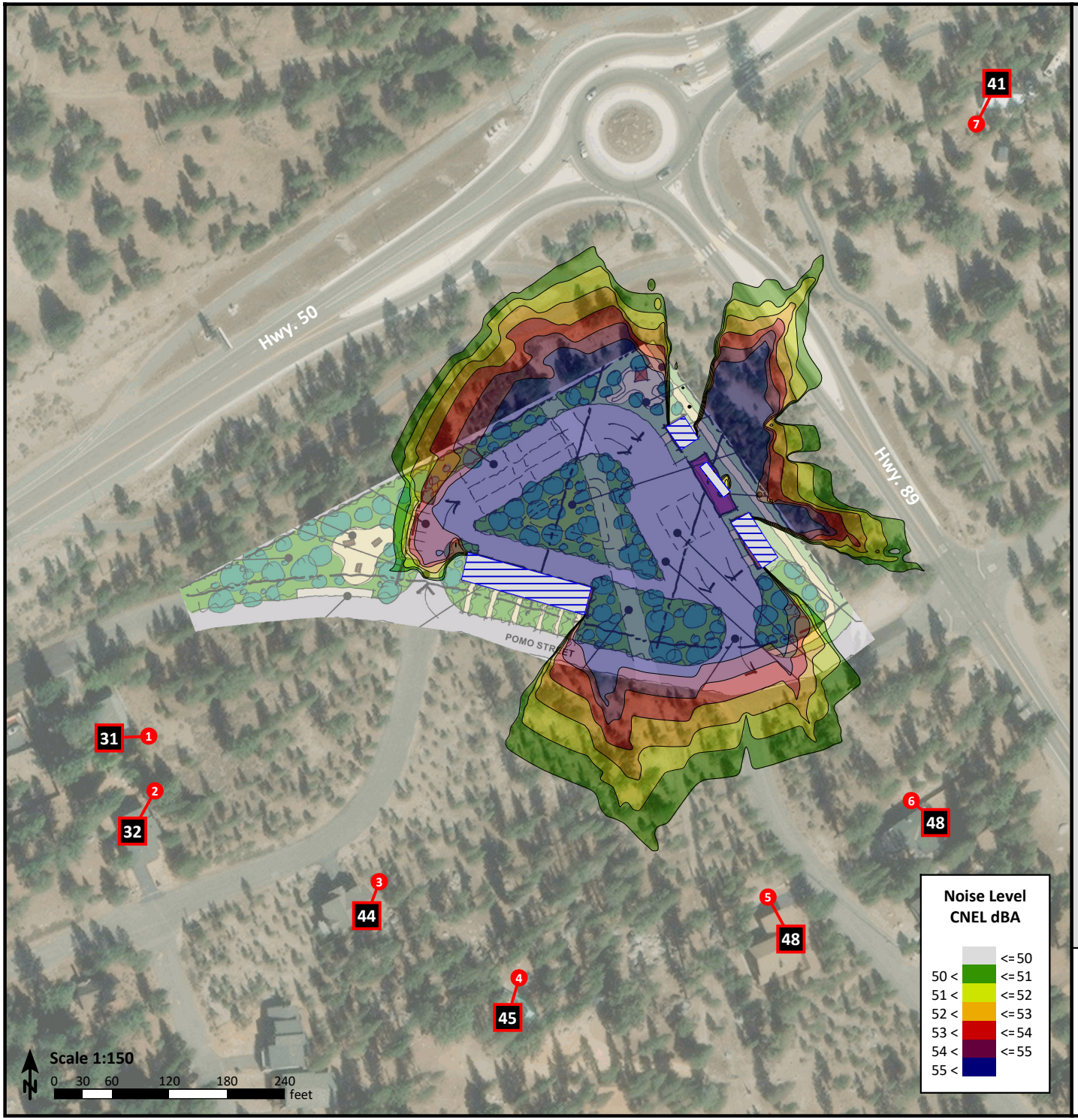
Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed noise sources, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 3** shows the project operational noise level contours.

Meyers Permanent Watercraft Inspection Station

El Dorado County, California

Figure 3

Project Noise Levels
CNEL dBA



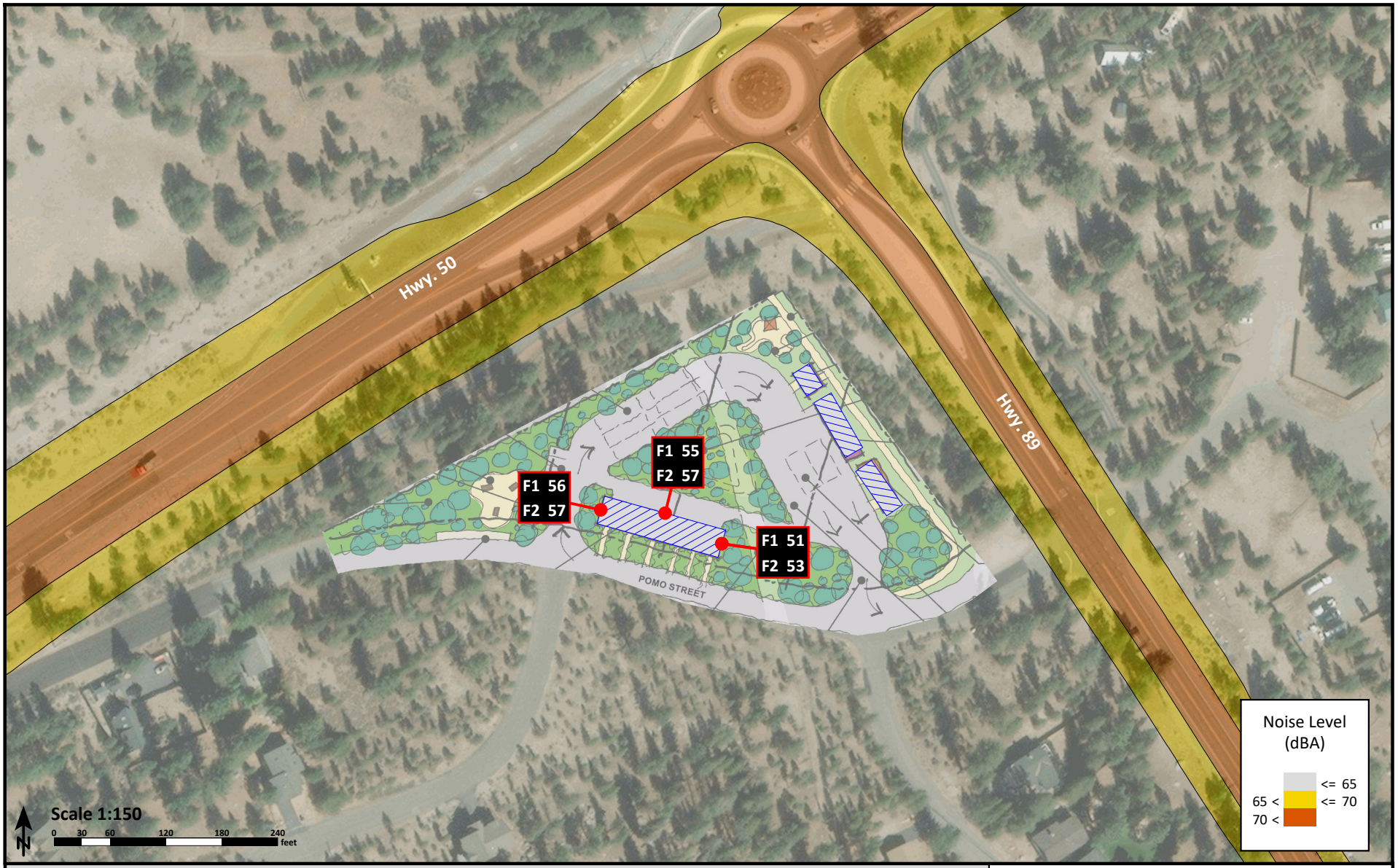
Legend

- Project Site
- Project Structure
- Noise Level

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EVALUATION OF FUTURE TRANSPORTATION NOISE ON PROJECT SITE

Saxelby Acoustics used the SoundPLAN noise model to calculate traffic noise levels at the proposed residential uses due to traffic on SR 50 and SR 89. Inputs to the SoundPLAN noise model include topography, existing structures, roadway elevations, and the proposed building pad elevations. It was estimated that existing noise levels would increase by +1 dBA based upon an assumed 1% per year increase in traffic volumes on SR 50 and SR 89. The results of this analysis are shown graphically on **Figure 4**.



Meyers Permanent Watercraft Inspection Station

El Dorado County, California

Figure 4
Transportation Noise Levels (CNEL, dBA)

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CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 3**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 3: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 4** shows the typical vibration levels produced by construction equipment.

TABLE 4: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

HUD Criteria

The U.S. Department of Housing and Urban Development (HUD) establishes an acceptable exterior noise environment of 65 dBA L_{dn} (also expressed as "DNL" or Day/Night Level) at exterior areas of residential uses. Noise levels in the 65-75 dBA DNL range are considered Normally Unacceptable. However, 65-75 dBA DNL may be allowed, but require special approvals and additional sound attenuation measures. Such measures include a 5 dBA improvement to the building facade noise level reduction (NLR) for exterior noise levels in the 65-70 dBA range, and an improvement of 10 dBA for exterior noise levels in the 70-75 dBA range. The improvement is required in addition to "attenuation provided by buildings as commonly constructed in the area and requiring open windows for ventilation."

Noise levels exceeding 75 dBA DNL are considered unacceptable and may only be allowed under special circumstances.

In addition, HUD established an interior noise level goal of 45 dBA DNL, while assuming a typical exterior-to-interior NLR of 20 dBA.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed in more detail under the Thresholds of Significance section.

State Building Code, Title 24, Part 2 of the State of California Code of Regulations

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations, establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

LOCAL

TRPA Code of Ordinances

68.4 Community Noise Levels

TRPA shall use community noise equivalent levels (CNELs) to measure community noise levels. The plan area statements shall set forth CNELs that shall not be exceeded by any one activity or combination of activities (See subsection 11.6.10). In addition, community noise levels shall not exceed levels existing on August 26, 1982, where such levels are known. The CNELs set forth in the plan area statements are based on the land use classification, the presence of transportation corridors, and the applicable threshold. The CNEL corridor GIS data layer indicates the location of special noise corridors for highways and the South Lake Tahoe Airport.

68.9 Exemptions to Noise Limitations

The standards of this chapter shall not apply to noise from TRPA-approved construction or maintenance project or the demolition of structures provides such activities are limited to the hours between 8 a.m. and 6:30 p.m. The standards of this chapter shall not apply to safety signals, warning devices or emergency pressure relief valves, and other similar devices. Emergency work to protect life property shall be exempt from noise standards, as shall be fireworks used in accordance with a state or local permit.

Meyers Area Plan Noise Level Standards

A. Consistent with the adopted TRPA Threshold Standards the maximum community noise equivalent levels (CNEL) for each zoning district are as follows:

1. CNEL of 65 dBA for the Meyers Community Center District, Meyers Industrial District, and highway corridors (300 feet each side of US 50 and SR 89).

2. CNEL of 55 dBA for the Upper Truckee Residential/Tourist District and the Meyers Recreation District.

3. CNEL of 50 dBA for the Upper Truckee River Corridor District

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 5**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 5 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 5: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

a. Generate 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. Generate 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?

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it "increases substantially the ambient noise levels for adjoining areas." Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 6** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

TABLE 6: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the FICON data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn}, or 3 dB or more where existing noise levels are between 60 to 65 dB L_{dn}. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn}. The rationale for the FICON

criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the TRPA Code of Ordinances, construction activities operating between 8:00 a.m. and 6:30 p.m. are exempt from the ordinance (68.9).

TRPA has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate 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?***

Traffic Noise Increases at Off-Site Receptors

The proposed project is not predicted to generate more trips beyond the existing noise levels. Additionally, these trips would follow the same route to access the new site locations. This would not result in an increase in traffic noise levels. Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***, and no mitigation is required.

Operational Noise at Existing Sensitive Receptors

Compliance with TRPA Standards

The proposed project falls under the TRPA Meyers Area Plan. TRPA provides various noise level standards for different zoning districts. The closest sensitive receptors and zoning districts are illustrated in **Figure 2**. **Figure 3** shows the noise level contours emanating from the project site. **Table 7** below compares project-generated noise levels with the TRPA standards.

TABLE 7: PROJECT-GENERATED NOISE LEVELS AT SENSITIVE RECEPTORS

Receiver	Zoning District	Noise Level Standard (dBA CNEL)	Project Noise Levels (dBA CNEL)	Complies?
1	U.S. Route 50 Corridor	65	31	Yes
2	Upper Truckee Residential / Tourist	55	32	Yes
3	Upper Truckee Residential / Tourist	55	44	Yes
4	Upper Truckee River	50	45	Yes
5	Upper Truckee Residential / Tourist	55	48	Yes
6	California State Route 89 Corridor	65	48	Yes
7	U.S. Route 50 Corridor	65	41	Yes

As shown in the table, the project is predicted to expose nearby residences to noise levels up to 48 dBA CNEL. These noise levels are predicted to comply with the TRPA noise level standards.

Analysis of Significance of Long-Term Project-Related Noise Increases

The TRPA Code of Ordinances does not establish a significance threshold for increases in stationary noise sources. In the absence of a specific threshold, Saxelby Acoustics utilizes the FICON criteria to assess increases in ambient noise environment. At the nearby residences, the average ambient noise level is predicted to be 54 dBA CNEL based upon the ambient noise level survey. An increase of +5.0 dBA or greater would constitute a significant increase. The resulting sum of ambient noise (54 dBA CNEL) plus project generated noise (48 dBA CNEL) would be 55 dBA. This would represent an increase of 1.0 dBA over ambient, which is less than the +5 dBA increase criterion.

Therefore, this is a ***less-than-significant*** impact, and no mitigation is required.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 3,** activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours. The TRPA Code of Ordinances exempts construction noise from the noise ordinance between the hours of 8:00 a.m. and 6:30 p.m.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in **Table 3**, construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 430 feet to the south as measured from the center of the project site. At this distance, maximum construction noise levels would be up to 71 dBA. Existing maximum noise levels in the vicinity of the sensitive receptors ranged from 60-80 dBA during acceptable hours of construction. This would not result in

an increase above existing ambient maximum noise levels. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered ***potentially significant***. Mitigation measure 1(a) would reduce construction noise impacts to ***less-than-significant***.

Transportation Noise on Project Site (Non-CEQA Issue)

Exterior Transportation Noise

Compliance with the TRPA standards on new noise-sensitive receptors is not a CEQA consideration. However, this information is provided here so that a determination can be made regarding the ability of the proposed project to meet the requirements of TRPA for exterior and interior noise levels at new sensitive uses proposed under the project.

The proposed project parcels fall within 300 feet of the SR 50 and SR 89 corridors. Therefore, the project must comply with the Meyers Plan Area Statement standard of 65 dBA CNEL for the Meyers Community Center District, Meyers Industrial District, and highway corridors (300 feet each side of US 50 and SR 89). Additionally, the proposed project must comply with the HUD "Normally Acceptable" noise level range of less than 65 dBA L_{dn}/CNEL.

As shown on **Figure 4**, the proposed residential uses are predicted to be exposed to exterior transportation noise levels up to approximately 57 dBA CNEL. This would comply with the 65 dBA L_{dn}/CNEL limits established by TRPA and HUD. Therefore, no additional noise control measures would be required.

Interior Transportation Noise

Based upon **Figure 4**, the proposed project would be exposed to exterior noise levels of up to 57 dBA CNEL/L_{dn} at the facades closest to SR 50. Modern building construction methods typically yield an exterior-to-interior noise level reduction of 25 dBA[1]. Therefore, where exterior noise levels are 70 dBA L_{dn}, or less, no additional interior noise control measures are typically required. Based on the predicted exterior noise levels of up to 57 dBA L_{dn}, resulting in an interior noise level of 32 dBA L_{dn} based on typical building construction. This would comply with the 45 dBA L_{dn} interior noise level standard. Therefore, no additional noise control measures would be required.

[1] Assuming standard construction with a minimum STC rating of 29 for exterior window assemblies

Mitigation Measures

1(a) TRPA shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 8:00 a.m. to 6:30 p.m.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: Tahoe Regional Planning Agency

Implementation of mitigation measures 1(a) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

Impact 2: Would the project generate excessive groundborne vibration or groundborne noise levels?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 5** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 26 feet, or further, from typical construction activities. At these distances construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.

Impact 3: ***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?***

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project. This is a **less-than-significant** impact, and no mitigation is required.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous Ambient Noise Measurement Results

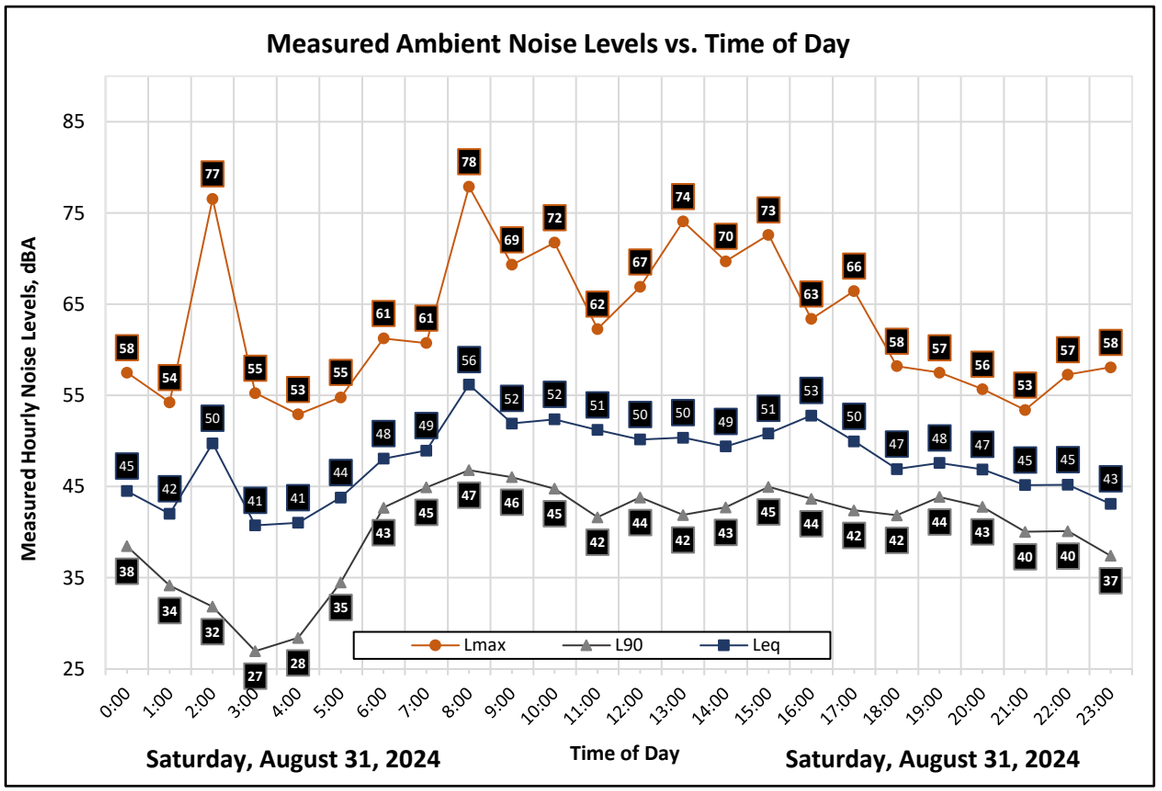


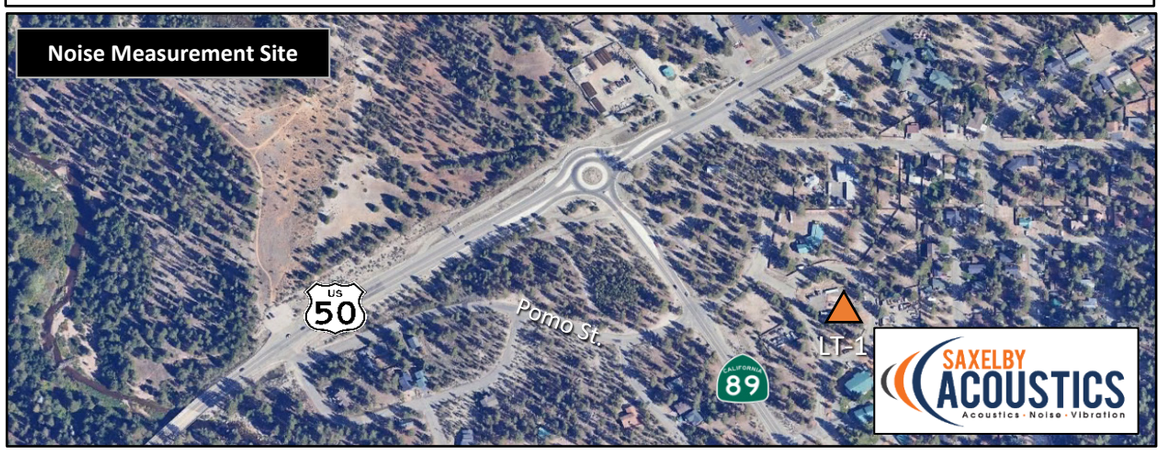
Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Meyers Permanent Watercraft Inspection Statio **Meter:** LDL 820-8
Location: East of Project Boundary **Calibrator:** CAL200
Coordinates: (38.8498538, -120.0194600)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Saturday, August 31, 2024	0:00	45	58	43	38
Saturday, August 31, 2024	1:00	42	54	40	34
Saturday, August 31, 2024	2:00	50	77	38	32
Saturday, August 31, 2024	3:00	41	55	35	27
Saturday, August 31, 2024	4:00	41	53	37	28
Saturday, August 31, 2024	5:00	44	55	42	35
Saturday, August 31, 2024	6:00	48	61	47	43
Saturday, August 31, 2024	7:00	49	61	48	45
Saturday, August 31, 2024	8:00	56	78	52	47
Saturday, August 31, 2024	9:00	52	69	50	46
Saturday, August 31, 2024	10:00	52	72	51	45
Saturday, August 31, 2024	11:00	51	62	47	42
Saturday, August 31, 2024	12:00	50	67	49	44
Saturday, August 31, 2024	13:00	50	74	46	42
Saturday, August 31, 2024	14:00	49	70	47	43
Saturday, August 31, 2024	15:00	51	73	48	45
Saturday, August 31, 2024	16:00	53	63	49	44
Saturday, August 31, 2024	17:00	50	66	47	42
Saturday, August 31, 2024	18:00	47	58	46	42
Saturday, August 31, 2024	19:00	48	57	47	44
Saturday, August 31, 2024	20:00	47	56	46	43
Saturday, August 31, 2024	21:00	45	53	44	40
Saturday, August 31, 2024	22:00	45	57	44	40
Saturday, August 31, 2024	23:00	43	58	42	37

Statistics	Leq	Lmax	L50	L90
Day Average	51	65	48	43
Night Average	45	59	41	35
Day Low	45	53	44	40
Day High	56	78	52	47
Night Low	41	53	35	27
Night High	50	77	47	43
Ldn	53	Day %		86
CNEL	53	Night %		14



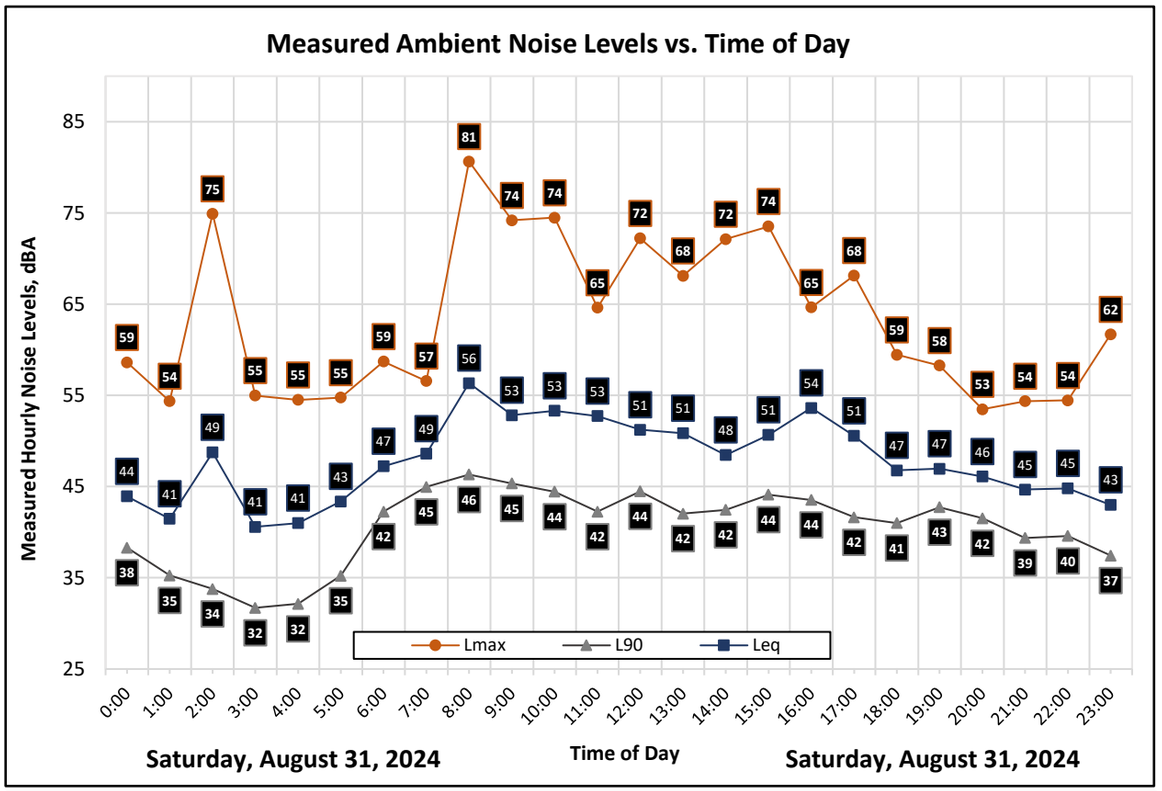


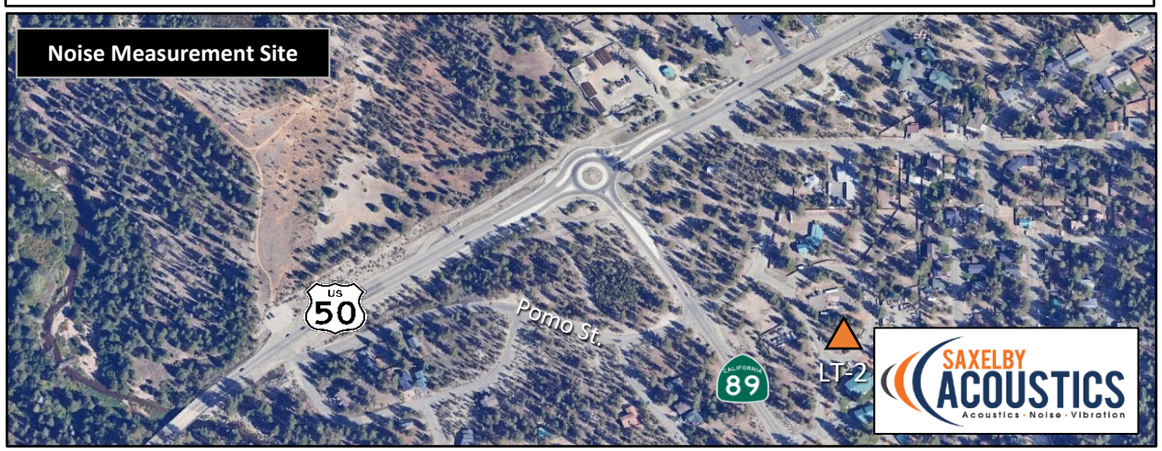
Appendix B2: Continuous Noise Monitoring Results

Site: LT-2
Project: Meyers Permanent Watercraft Inspection Statio **Meter:** LDL 820-5
Location: Southeast of Project Boundary **Calibrator:** CAL200
Coordinates: (38.8496057, -120.0195830)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Saturday, August 31, 2024	0:00	44	59	43	38
Saturday, August 31, 2024	1:00	41	54	40	35
Saturday, August 31, 2024	2:00	49	75	38	34
Saturday, August 31, 2024	3:00	41	55	36	32
Saturday, August 31, 2024	4:00	41	55	37	32
Saturday, August 31, 2024	5:00	43	55	42	35
Saturday, August 31, 2024	6:00	47	59	46	42
Saturday, August 31, 2024	7:00	49	57	48	45
Saturday, August 31, 2024	8:00	56	81	52	46
Saturday, August 31, 2024	9:00	53	74	51	45
Saturday, August 31, 2024	10:00	53	74	49	44
Saturday, August 31, 2024	11:00	53	65	47	42
Saturday, August 31, 2024	12:00	51	72	49	44
Saturday, August 31, 2024	13:00	51	68	47	42
Saturday, August 31, 2024	14:00	48	72	47	42
Saturday, August 31, 2024	15:00	51	74	47	44
Saturday, August 31, 2024	16:00	54	65	49	44
Saturday, August 31, 2024	17:00	51	68	47	42
Saturday, August 31, 2024	18:00	47	59	45	41
Saturday, August 31, 2024	19:00	47	58	46	43
Saturday, August 31, 2024	20:00	46	53	45	42
Saturday, August 31, 2024	21:00	45	54	43	39
Saturday, August 31, 2024	22:00	45	54	43	40
Saturday, August 31, 2024	23:00	43	62	41	37

Statistics	Leq	Lmax	L50	L90
Day Average	51	66	48	43
Night Average	45	59	41	36
Day Low	45	53	43	39
Day High	56	81	52	46
Night Low	41	54	36	32
Night High	49	75	46	42
Ldn	53	Day %		89
CNEL	53	Night %		11



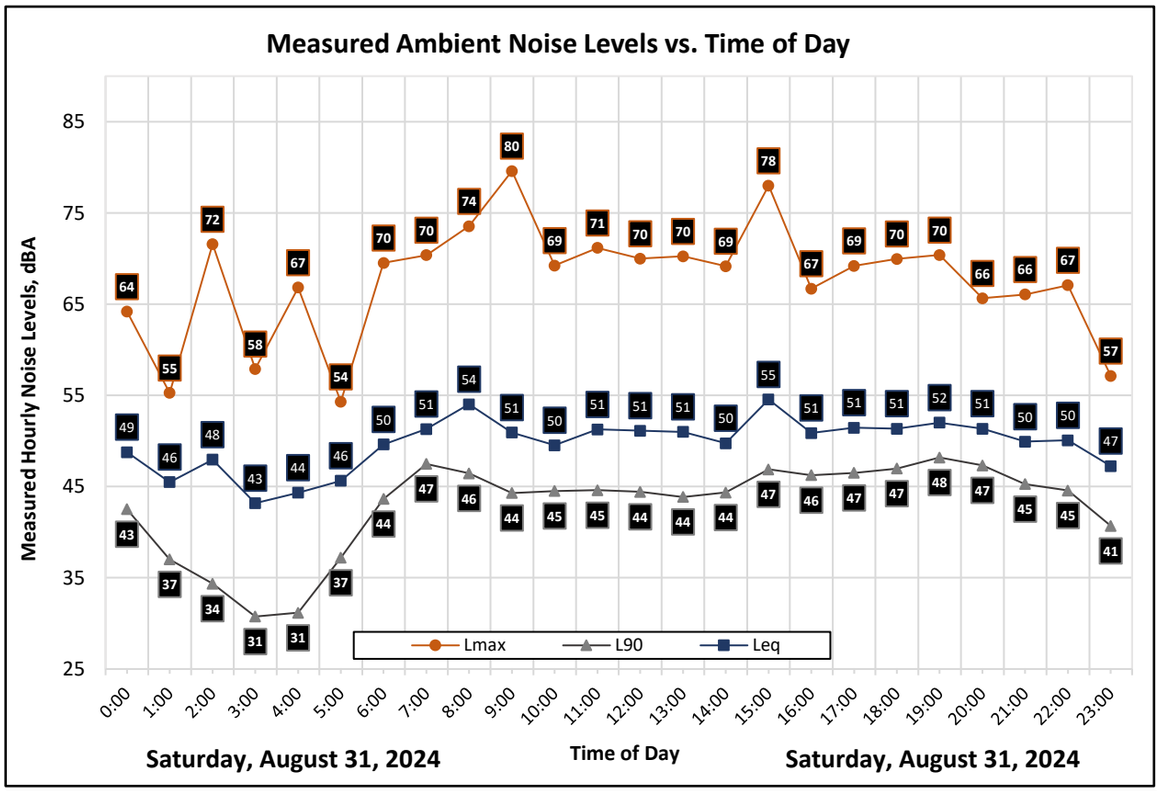


Appendix B3: Continuous Noise Monitoring Results

Site: LT-3
Project: Meyers Permanent Watercraft Inspection Statio **Meter:** LDL 820-1
Location: Southern Project Boundary **Calibrator:** CAL200
Coordinates: (38.8496781, -120.0227725)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Saturday, August 31, 2024	0:00	49	64	48	43
Saturday, August 31, 2024	1:00	46	55	44	37
Saturday, August 31, 2024	2:00	48	72	41	34
Saturday, August 31, 2024	3:00	43	58	38	31
Saturday, August 31, 2024	4:00	44	67	40	31
Saturday, August 31, 2024	5:00	46	54	44	37
Saturday, August 31, 2024	6:00	50	70	48	44
Saturday, August 31, 2024	7:00	51	70	50	47
Saturday, August 31, 2024	8:00	54	74	50	46
Saturday, August 31, 2024	9:00	51	80	47	44
Saturday, August 31, 2024	10:00	50	69	47	45
Saturday, August 31, 2024	11:00	51	71	47	45
Saturday, August 31, 2024	12:00	51	70	47	44
Saturday, August 31, 2024	13:00	51	70	47	44
Saturday, August 31, 2024	14:00	50	69	47	44
Saturday, August 31, 2024	15:00	55	78	50	47
Saturday, August 31, 2024	16:00	51	67	50	46
Saturday, August 31, 2024	17:00	51	69	49	47
Saturday, August 31, 2024	18:00	51	70	50	47
Saturday, August 31, 2024	19:00	52	70	51	48
Saturday, August 31, 2024	20:00	51	66	51	47
Saturday, August 31, 2024	21:00	50	66	49	45
Saturday, August 31, 2024	22:00	50	67	49	45
Saturday, August 31, 2024	23:00	47	57	46	41

Statistics	Leq	Lmax	L50	L90
Day Average	52	71	49	46
Night Average	47	63	44	38
Day Low	50	66	47	44
Day High	55	80	51	48
Night Low	43	54	38	31
Night High	50	72	49	45
Ldn	55	Day %		81
CNEL	55	Night %		19



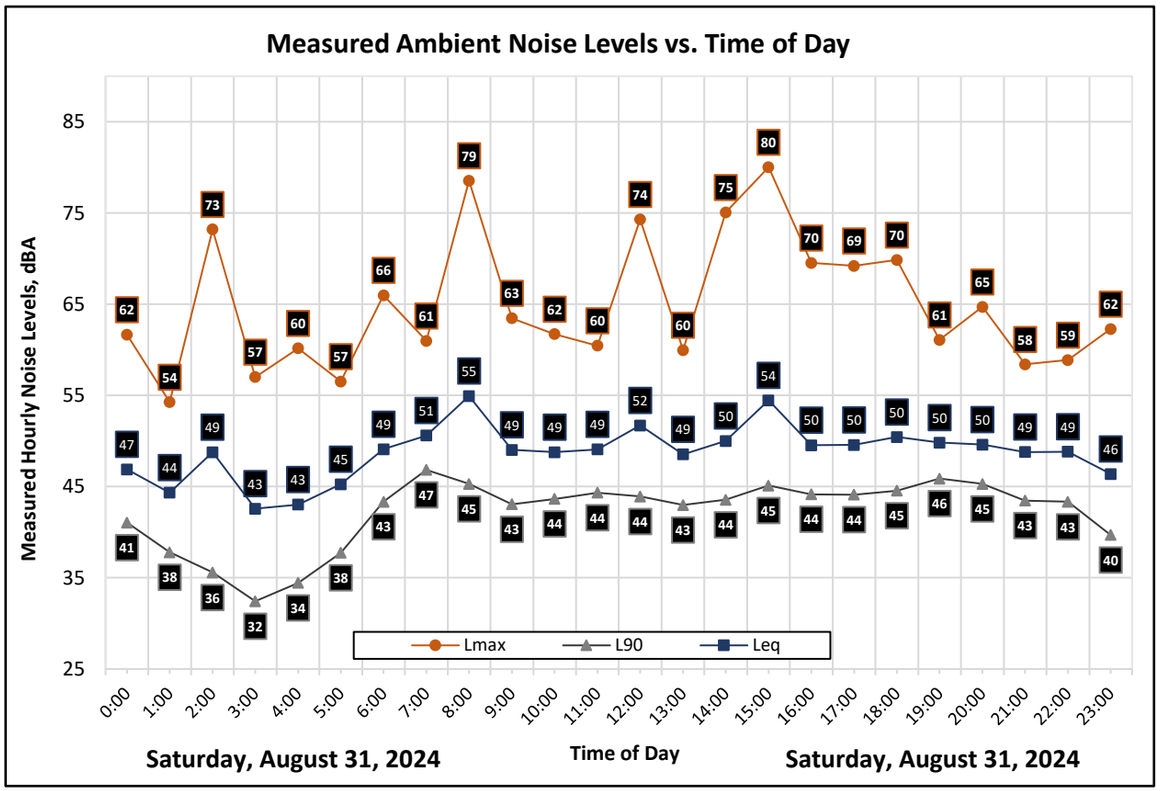


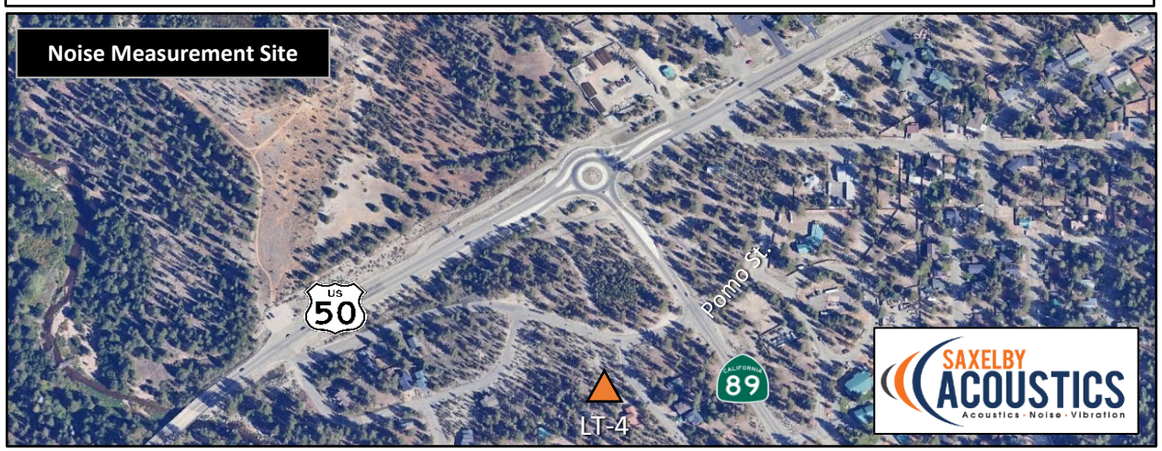
Appendix B4: Continuous Noise Monitoring Results

Site: LT-4
Project: Meyers Permanent Watercraft Inspection Statio **Meter:** LDL 820-3
Location: South of Project Boundary **Calibrator:** CAL200
Coordinates: (38.8490710, -120.0222317)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Saturday, August 31, 2024	0:00	47	62	46	41
Saturday, August 31, 2024	1:00	44	54	43	38
Saturday, August 31, 2024	2:00	49	73	41	36
Saturday, August 31, 2024	3:00	43	57	38	32
Saturday, August 31, 2024	4:00	43	60	40	34
Saturday, August 31, 2024	5:00	45	57	44	38
Saturday, August 31, 2024	6:00	49	66	48	43
Saturday, August 31, 2024	7:00	51	61	50	47
Saturday, August 31, 2024	8:00	55	79	49	45
Saturday, August 31, 2024	9:00	49	63	47	43
Saturday, August 31, 2024	10:00	49	62	47	44
Saturday, August 31, 2024	11:00	49	60	48	44
Saturday, August 31, 2024	12:00	52	74	48	44
Saturday, August 31, 2024	13:00	49	60	47	43
Saturday, August 31, 2024	14:00	50	75	48	44
Saturday, August 31, 2024	15:00	54	80	48	45
Saturday, August 31, 2024	16:00	50	70	48	44
Saturday, August 31, 2024	17:00	50	69	48	44
Saturday, August 31, 2024	18:00	50	70	49	45
Saturday, August 31, 2024	19:00	50	61	49	46
Saturday, August 31, 2024	20:00	50	65	49	45
Saturday, August 31, 2024	21:00	49	58	48	43
Saturday, August 31, 2024	22:00	49	59	48	43
Saturday, August 31, 2024	23:00	46	62	45	40

Statistics	Leq	Lmax	L50	L90
Day Average	51	67	48	44
Night Average	47	61	43	38
Day Low	49	58	47	43
Day High	55	80	50	47
Night Low	43	54	38	32
Night High	49	73	48	43
Ldn	54	Day %		81
CNEL	54	Night %		19





Appendix D

Transportation Analysis

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Suite C
P.O. Box 5875
Tahoe City, CA 96145
530-583-4053 ▲ FAX: 530-583-5966
info@lsctahoe.com ▲ www.lsctrans.com

August 27, 2025

Jason Drew, CPESC, CPSWQ
NCE
PO Box 1760
Zephyr Cove, NV 89448

RE: Permanent Meyers Watercraft Inspection Station – Transportation Analysis

Dear Mr. Drew:

Per your request, LSC Transportation Consultants, Inc. has prepared a transportation analysis for the proposed relocation of the Lake Tahoe Meyers Aquatic Invasive Species (AIS) Inspection Station to a more suitable and permanent location within Meyers located off Pomo Street in the southwest corner of the roundabout at SR 89 and US 50 in Meyers, California. In addition, there is the possibility of adding some employee housing units to the project. To remain conservative, the construction of six employee housing units is also analyzed. First, the land uses are discussed. Then the trip generation of the existing site and the proposed site are presented. Finally, the net impact in vehicle-miles-traveled (VMT) analysis is presented.

Land Uses

The purpose of an inspection station is to physically and visually inspect vessels for aquatic invasive species and then decontaminate watercraft if necessary.

The existing inspection station is currently located at 2175 Keetak Street in Meyers, California. The inspection station inspects an average of 13 motorized watercrafts per day during the boating season but averages around 26 motorized watercrafts per day in July. The inspection station is only open for six months out of the year. Prior to the implementation of the appointment system, the number of motorized watercrafts in July did peak at over 100 motorized watercrafts per day during special events on rare occasions. On average, 5 employees are on-site between the hours of 8:00 AM and 6:00 PM. However, for special events — such as the 4th of July or the American Century Celebrity Golf Championship Tournament — a total of 8 employees may be on-site.

The preferred location for the watercraft inspection station is vacant/open space, publicly owned Conservancy asset lands on the southwest corner of the intersection of State Route 89 and U.S. Highway 50. The approximately 3.5-acre proposed Project area is comprised of four Conservancy asset land parcels (APN: 034-300-025, 034-300-026, 034-300-027, and 034-300-028) within Township 12 North, Range 18 East, and Sections 29, 31, and 32.

The proposed Project would consist of construction of a motorized watercraft inspection and decontamination area, vehicle entrance and exit with truck/boat trailer queuing lanes, decontamination unit and other mechanical and stormwater treatment facilities, associated mechanical and storage buildings, an office building, public restroom, public service bicycle station, transit stop, workforce housing and associated parking, on-site parking for employees, open space/public access area, connection to nearby bike trails, and an aquatic invasive species interpretive area.

In addition, there are several options with regards to the employees. One option is the construction of six employee housing units. This is analyzed along with the proposed project as a conservative analysis.

Trip Generation

The first step in the analysis of traffic impacts is to prepare an estimate of the number of trips generated by the proposed project. Trip generation is the evaluation of the number of vehicle-trips that will either have an origin or destination at the project site.

Trip Generation of AIS Inspection Station Visitors

Standard trip-generation rates for an inspection station are not provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 11th Edition Manual* (ITE, 2021). A detailed analysis is performed to estimate the vehicular trip generation of the inspection station based on the number of visitors and service vehicles. The existing inspection station operates under the following conditions:

- The existing inspection station averages 26 daily visitors in peak summer. This results in a total of 52 daily trips (26 inbound and 26 outbound) associated with visitors.
- Additional trips are as follows:
    - Visitation from management occurs 1-2 times per week
    - Visitation from the service technician occurs 2-3 times per week
    - Assuming management and the service technician arrive on the same day results in an additional 4 daily trips (2 inbound plus 2 outbound)

Adding the visitors and the trips from management and service technicians results in a total trip generation of 56 daily trips (28 inbound plus 28 outbound) for the existing AIS inspection station during a peak summer day.

Moving the AIS inspection station is assumed to not result in an increase in motorized watercraft inspections or visits from management or the service technicians but rather will just shift the existing traffic to the new location, as shown in Table 1. The AIS station operates on a reservation basis which helps control the amount of watercraft inspected on a daily basis. Data shows that the average number of watercraft inspected daily has leveled out and is not expected to increase in the future so there is no need to account for an increase in motorized watercraft inspection from existing conditions. Before 2020, inspection numbers were averaging 7,000-8,000 per year region wide. Over the last 5 years, the average number of inspections per year is less than 5,700, except for 2021 where over 7,400 inspections were conducted as shown in Table 2. The spike in total inspections in 2021 has been attributed to the first full summer after the initial COVID-19 outbreak. Averaging the years 2020, 2022, 2023 and 2024 results in an average of 5,686 total watercraft inspections per year or 16 average daily visits (or 32 average daily trips) per year. Adding the visitors and the trips from management and

service technicians results in an average annual trip generation of 34 daily trips (17 inbound plus 17 outbound) for the existing AIS inspection station during an average annual day.

Trip Generation of AIS Inspection Station Employees

There are currently a total of 8 employees for the inspection station. Of the employees, 5 work on-site between 8:00 AM and 6:00 PM. Employees remain on-site throughout the full duration of their shift. Assuming all employees drive to work and do not carpool, this results in an additional 10 daily trips (5 inbound and 5 outbound) associated with the existing employees. Employees stay on site throughout their shift and do not leave for lunch breaks. As existing employees do not leave until after 6:00 PM, the employees are assumed to depart after the PM peak hour. The existing summer employees mostly reside in Meyers, California and South Lake Tahoe, California. However, a few commute from Minden, Nevada and Gardnerville, Nevada.

A total of six employee-housing units may be constructed at the new AIS inspection station. The trips associated with this option were evaluated to provide a conservative analysis. Should this option be approved, the housing will be limited to AIS inspection-station employees and their families during the summer months. As the housing would be for the same employees currently arriving to the site for work, not all the trips generated by the housing would be new trips. Standard trip-generation rates for affordable housing units are provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 11th Edition Manual* (ITE, 2021). A 20% non-auto reduction was applied to the employee housing trips to account for the employees' on-site work trip. Again, like the motorized watercraft traffic, the employee trips would be shifted to the new site. As shown in Table 3, the employee housing would only add 2 additional PM peak-hour trips to the roadway network - a minimal impact.

During the winter months, the housing units will be available for County snowplow operators. The snowplow operators will not work on-site so there will be trips generated. However, after discussions with TRPA, it is not anticipated that those trips will amount to any increase to VMT.

Existing Trip Distribution and Assignment

The distribution of existing site-generated trips is based upon observations made by AIS Inspection Station staff and information provided by visitors. The distribution is as follows:

- 80% to/from north on SR 89 towards South Lake Tahoe
- 10% to/from north on SR 89 towards Echo Summit
- 10% to/from south on SR 89

In addition, it is assumed that 99% of visitors use Pomo Street rather than Keetak Street to access the existing inspection station per direction on the AIS Inspection Station website, Google Maps, and signs/sandwich boards indicating to use Pomo Street.

As it is recommended that visitors not bring the entire family to the inspection station, it is assumed that the distribution for the inbound trips is the same as the distribution for the outbound trips. The existing site-generated daily trips distributed through the study intersections are shown in Table 1.

Shift to New Location

The inspection station is proposed to be moved to Pomo Street in the southwest corner of the SR 89/US 50 roundabout. Per the client, access to the proposed site will be as follows:

- Enter the site from Pomo Street from Highway 89

- Enter the site through the entrance located on the west end of the property (opposite Cirugu Street)
- Travel through the site clockwise, exiting left onto Pomo Street (opposite Blitzen Road)
- Take Pomo Street back to Highway 89

Though traffic will not be precluded from accessing the proposed site from Cirugu Street/Pomo Street, signage will encourage the above route. Consistent with the trends at the existing station, approximately 99% of visitors will follow the recommended route. The remaining vehicles are assumed to take the route through Cirugu Street/Pomo Street. The shift in traffic for visitors is shown in Table 1. The existing access route and the proposed access route are shown in Figure 1.

Adding the shift in traffic to the existing traffic volumes results in the proposed traffic volumes shown in the bottom of Table 1. As shown, no change in visitor site-generated traffic volumes are observed at the study intersections. There is no impact of the project from visitor traffic as all of the existing trips will travel through the intersections of SR 89/US 50, US 50/Pomo Street, and SR 89/Keetak Street exactly the same (same volume and same direction). Along SR 89 at Pomo Street the same number of trips will travel through this intersection but will shift from the east side of SR 89 to the west side. This will shift the inbound trip from a left turn to a right turn and the outbound trips from a right turn to a left turn. Since there is an equal number of left and right turns at the existing site as at the proposed site, minimal to no impact on the intersection of SR 89/Pomo Street will occur.

VMT Analysis

Vehicle miles traveled were evaluated in accordance with the latest *TRPA Project Impact Assessment Guidelines* (January 3, 2022). Per TRPA standards, this analysis focuses on VMT generated within the Tahoe Basin only. As the existing AIS Inspection Station is currently in operation, the net VMT of the proposed project is qualitatively discussed.

The net VMT of the project will be a net reduction in VMT due to the following:

- No new trips are associated with the visitors to the site but rather the proposed project will result in a shift in trips.
- The new project location is located opposite SR 89 from the existing AIS Inspection Station Location. As the new location is so close to the existing location, the change in trip length is negligible.
- Employees living on-site will no longer have to travel long distances to work. As such, the VMT associated with the employees is negative.
- Combining all aspects of the project results in a net reduction in VMT with implementation of the proposed project.

As the net VMT is negative, the project is screened from further analysis and no mobility fee is required for the project.

Conclusions

The following conclusions are made based on this analysis:

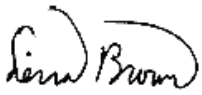
- A total of 56 peak summer daily trips (28 inbound plus 28 outbound) are associated with the existing AIS inspection station visitors.
- A total of 34 average annual daily trips (17 inbound plus 17 outbound) are associated with the existing AIS inspection station visitors which will remain unchanged with the project.
- The proposed project is assumed to result in no change in trip generation for the visitors, management, or service technicians but rather will result in a shift in trips to the new location.
- Providing employee housing will increase the vehicles on the roadway network by a minimal number of 2 PM peak-hour trips but will reduce employee VMT.
- The net VMT for the project will be a reduction in VMT based on the following:
    - No new trips from visitors, management, or service technicians are associated with the proposed project.
    - The trip length to the new location is approximately equivalent to the existing location.
    - Employees housing on-site will result in an overall reduction in VMT.
- As the average daily VMT is less than 650 additional vehicle miles travelled, the resulting use is an allowed use, and the applicant pays a mobility mitigation fee.

▲ ▲ ▲

Please contact our office at (530) 583-4053 with any questions or comments pertaining to this analysis.

Respectfully Submitted,

LSC Transportation Consultants, Inc.

by 

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Attached: Tables 1-3
Figure 1

TABLE 1: Meyers AIS Inspection Station - Peak Daily Intersection Traffic Volumes

Intersection	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Existing Traffic Volumes[1]													
US 50/Cirugu St/Pomo St	0	0	0	0	0	0	0	3	0	0	3	0	6
US 50/SR 89	3	0	22	0	0	0	0	0	3	23	0	0	50
SR 89/Pomo St	0	0	3	25	0	0	0	0	0	3	0	25	56
SR 89/Keetak St	0	3	0	0	3	0	0	0	0	0	0	0	6
Shift in Station Traffic													
US 50/Cirugu St/Pomo St	0	0	0	0	0	0	0	0	0	0	0	0	0
US 50/SR 89	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 89/Pomo St	3	0	-3	-25	0	25	25	0	3	-3	0	-25	0
SR 89/Keetak St	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Station Traffic Volumes[1]													
US 50/Cirugu St/Pomo St	0	0	0	0	0	0	0	3	0	0	3	0	6
US 50/SR 89	3	0	22	0	0	0	0	0	3	23	0	0	50
SR 89/Pomo St	3	0	0	0	0	25	25	0	3	0	0	0	56
SR 89/Keetak St	0	3	0	0	3	0	0	0	0	0	0	0	6

Note 1: Intersection volumes are only for trips associated with the existing station and the proposed project. Existing background traffic is not included in the intersection volumes.

Source: LSC Transportation Consultants, Inc.

TABLE 2: Meyers AIS Inspection Station -
Average Number of Watercraft Inspections per Year

Year	Total Watercraft Inspections[1]
2020	5,599
2021[2]	7,438
2022	5,816
2023	5,667
2024	5,661
Average Inspections per Year[3]	5,686
Average Daily Inspections per Year	16
Average Daily Trips per Year	32

Note 1: Data is from Meyers AIS Inspection Station staff
Note 2: The spike in total inspections in 2021 has been attributed to the first full summer after the initial COVID-19 outbreak.
Note 3: This average excludes the year 2021.
Source: LSC Transportation Consultants, Inc.

Table 3: Meyers AIS Inspection Station - Trip Generation

Description	Quantity	Units	ITE Description	ITE Code	Trip Generation Rates[1] PM Peak Hour In	Out	Total	Reduction for Non-Auto Trips	Vehicle Trips at Site Driveways PM Peak Hour In	Out	Total
Employee Housing	6	Units	Affordable Housing	223	0.27	0.19	0.46	20%	2	0	2

Note 1: Peak-hour rates for the proposed museum visitors are based on the ITE Trip Generation Manual (11th Edition).

Source: LSC Transportation Consultants, Inc. and ITE Trip Generation Manual (11th Edition).

Figure 1
Meyers Aquatic Inspection Station Existing and Proposed Sites and Access

