City of South Lake Tahoe
City Council
Meeting Agenda
Tuesday, January 18, 2022 at 5:30 PM
City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

---

Councilmember Bass will be participating via ZOOM from the following location: 700 Ute Ave, Aspen Alps Condo Conference Room , Aspen, CO, 81611, a location accessible to the public.

City Council
Devin Middlebrook, Mayor
Cristi Creegan, Mayor Pro Tem
Cody Bass, Councilmember
John Friedrich, Councilmember
Tamara Wallace, Councilmember

Mission of the City Council
The City Council exists to represent the public interest, to oversee the City's operations and to plan for the City's future.

Public Participation
City Council meetings are held in person at the time and location listed on this agenda. Meetings are live-streamed on Channel 21, City website at www.cityofslt.us, City Facebook page at www.facebook.com/CityofSLT/ and via ZOOM at this link https://us06web.zoom.us/j/86256563225

A public agenda packet is available for review at City Hall, 1901 Lisa Maloff Way, on the City's Website at www.cityofslt.us, or by contacting the City Clerk's Office, (530) 542-6005 or sblankenship@cityofslt.us

COVID Protocols: Face Coverings are required inside City Hall and the Council Chambers by all vaccinated and non-vaccinated individuals.

Providing Public Comment:
In Person: Every agenda for regular meetings provides an opportunity for members of the public to directly address the legislative body (City Council), on any item of public interest which is within the jurisdiction of the City Council during Public Communications. For items on the agenda or in connection with any item which the City Council will consider, the public is given the opportunity to comment before or during the City Council's consideration of the item [Government Code Section 54954.3(a)].

By Phone: If you are joining the meeting via ZOOM and would like to make a comment, press the "raise a hand" button. If you are joining the meeting via Channel 21 or live stream and would like to make a comment, please call (530) 542-6500. The meeting ID is ID: 862 5656 3225 press *9 to indicate a desire to make a comment. Press *6 to unmute your phone. The Clerk will call you by the last three digits of your phone number when it is your turn to speak.

In Writing: Written public comment regarding any item on this agenda may be sent to PublicComment@cityofslt.us. When emailing comments, identify the agenda item number in the subject line to which your comments relate. Any such comment that is a public record and is emailed to PublicComment@cityofslt.us or otherwise provided to a majority of the City Council before the meeting will be made available for public inspection during normal business hours at the City Clerk's Office located at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe [Government Code Section 54957.5(b)]. Written comments will not be read out loud during the meeting.

The City Council Chambers meeting facility is accessible to people with disabilities. Every reasonable effort will be made to accommodate any person needing special assistance to attend this meeting. Contact the City Clerk at (530) 542-6005 at least 48 hours in advance of the meeting for assistance [28 CFR 35.102.35.104 ADA Title II and Brown Act Government Code Sections 54953.2, 54954.1, 54954.2, and 54957.5].

Spanish Interpretations: The public may access Spanish interpretation using the ZOOM link listed on the front of the Agenda from an internet device (smartphone, laptop, tablet, home computer) with audio capabilities and selecting the Spanish language option. Persons without an internet device may attend the meeting in-person and a device will be provided while supplies last. Requests for interpreter services to offer public comment may be made by contacting the City Clerk.

Call to Order/Pledge of Allegiance

Roll Call

Closed Session Report

Public Communications

This is the public's opportunity to speak on any topic NOT LISTED on this agenda. Comments shall be limited to four (4) minutes. In accordance with the Brown Act, the City Council cannot deliberate or vote on any matter raised under public communications, but may briefly respond to statements made or questions posed. (Government Code Sections 54954.2)

City Commission Reports

Presentations

1. South Tahoe Chamber of Commerce
Requested Action / Suggested Motions: City Council will receive a Sustainability and Transportation presentation from Bruce Grego and Duane Wallace of the South Tahoe Chamber of Commerce.
Responsible Staff Member: Susan Blankenship, City Clerk
01-TTD proposed taxes.pdf

Consent Agenda

Public Comment - This is the public's opportunity to speak on any topic listed on the Consent Agenda. Comments shall be limited to three (3) minutes.

The consent agenda consists of items of a repeating or routine nature considered under a single action. Any Councilmember may have an item on the consent agenda removed and considered separately upon request.

Pass a Motion to adopt the Consent Agenda in one motion except as indicated at each item.

2. City Council Meeting Minutes
Requested Action / Suggested Motions: Pass a Motion to approve the January 4, 2022 Regular City Council meeting minutes.
Responsible Staff Member: Susan Blankenship, City Clerk
01 04 2022 Minutes.pdf

3. Ordinance - Bijou/Al Tahoe Community Plan Amendments to allow additional height up to 42 feet, with no minimum cross slope or roof pitch requirement for public and quasi-public facilities located in the 56-acres project area (Second Reading)
Requested Action / Suggested Motions: 1) Pass a Motion finding that the Bijou/Al Tahoe Community Plans Initial Study/Negative Declaration/Initial Environmental Checklist adequately addresses the potential environmental impacts of the proposed ordinance and that no further environmental analysis is required to comply with the California Environmental Quality Act, 2) Pass an Ordinance amending the Bijou/Al Tahoe Community Plan.
Responsible Staff Member: John Hitchcock, Planning Manager
01-Staff Report - Ordinance Bijou Al Tahoe Community Plan Amendments.docx
02-Location Map.pdf
03-Ordinance-Bijou Al Tahoe Community Plan Amendments.docx

4. California Natural Resources Agency Grant For Barton Avenue and 2nd Street Drainage Project
Requested Action / Suggested Motions: Pass a Resolution accepting and appropriating $1,289,822 in California Natural Resources Agency grant funding, and appropriating $122,222 from General Fund Grant Match Set-Aside Reserve and $61,521 from General Fund Undesignated Excess Reserve for the Barton Avenue & 2nd Street Drainage Project.
Responsible Staff Members: Jason Burke, Stormwater Coordinator and Stan Hill, Engineering Manager

01-Staff Report-Prop 68 Accept and Appropriate.docx
02-Barton and Second-Location Map and Photos.pdf
03-Resolution-Accepting Prop68 Grant Funds Barton 2nd.docx

5. Airport Rates & Charges Study
Requested Action / Suggested Motions: Pass a Motion authorizing the City Manager to execute a contract amendment with Jviation, a Woolpert Company to complete an airport rates and charges study in the amount of $58,813.
Responsible Staff Member: Mark Gibbs, Airport Manager
01-Staff Report - Airport Rates and Charges Study.docx
02-Contract Amendment 2 to C-5-18.pdf
03-TVL LU Inspection Report.pdf
04-C-005-2018-Jviation Inc.pdf

6. Annual Accountability Report for Fiscal Year 2021/22 for the Bijou Area Erosion Control Project, Community Facilities District (CFD2014-1)
Requested Action / Suggested Motions: Receive and File Report.
Responsible Staff Member: Stan Hill, Engineering Manager and Anush Nejad, Director of Public Works
01-Staff Report - Bijou Community Facilities District.docx
02-NBS SB 165 Report - 2020-21
03-Bijou Area Vicinity Map & CFD Location Maps.pdf

7. Purchase Authorization for Information Technology Secure Backup, Data Protection and Cybersecurity Enhancement Device for Police Department
Requested Action / Suggested Motions: Pass a Resolution authorizing the purchase of a Rubrik R6404S, supportive hardware, and 3 years of support contract in the amount of $54,991.33 from Cadence Team Inc, Yuba City CA through the California Multiple Award Schedules (CMAS) Contract # 3-20-70-3296E.
Responsible Staff Members: Sebastian Knapp, Information Systems Supervisor, Gabriel Raab, Network System Administrator, and Olga Tikhomirova, Director of Finance
01-Staff Report-Information Technology Security Purchase.docx
02-Resolution-Purchase of IT Secure Backup Device.docx
03-Quote - Rubrik for PD.pdf
04-CMAS Juniper Rubrik Contract.pdf

Regular-Unfinished Business

8. Citizen Appointments to Commissions and Boards
Requested Action / Suggested Motions: Pass a Motion appointing 2-year terms as follows: 2 members and 1 non-voting representative to the Arts, Culture, and Tourism Commission; 2 members to the Police Advisory Commission; 2 members to the Planning Commission; 3 members and 1 vacancy (limited term 2/2023) to the Parks & Recreation Commission; and, make appointment and/or provide direction for the re-solicitation to the Building Board of Appeals.
Responsible Staff Member: Susan Blankenship, City Clerk
01-Staff Report - Citizen Commissions and Boards.docx
02-Local Appointments List.pdf
03-Applications Redacted
04-Communications with Commissioners and Applicants.pdf

9. Ordinance Amending Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code to Establish Requirements for Movable Tiny Homes (First Reading)
Requested Action / Suggested Motions: 1) Pass a Motion finding that the the 2030 General Plan EIR adequately addresses the potential environmental impacts of the proposed ordinance and that no further environmental analysis is required to comply with the California Environmental Quality Act; and 2) Pass a Motion to hold a first reading (by title only) of an Ordinance amending Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code to establish requirements for movable tiny homes, and refer second reading and adoption to the February 1, 2022 meeting.
Responsible Staff Member: Hilary Roverud, Director of Development Services
01-Staff Report CC TinyHomes
02-Resolution 2021-16 Movable Tiny Home Ordinance.pdf
03-Ordinance Movable Tiny Homes Excluding Multi-Family Projects
04-Ordinance Movable Tiny Homes Including Multi Family Projects
05-Tiny Homes CEQA Determination

10. Update Regarding Negotiations With Alpine Corporation on Potential Affordable Housing Project at Ski Run Blvd. and Pioneer Trail
Requested Action / Suggested Motions: Receive report from staff.
Responsible Staff Member: Zach Thomas, Housing Manager
01-Staff Report Alpine Village Contribution.docx
02-Alpine Corp Letter of Intent Signed.pdf
03-Alpine Corp LOI Response - Apline Village 121721.pdf

04-November 16 CC Staff Report Alpine Village Contribution.pdf

11. Consider Implementation of Campaign Contribution Limits
Requested Action / Suggested Motions: City Council are asked to provide direction to the City Clerk on whether to establish campaign contribution limits or to accept the State default campaign contribution limits.
Responsible Staff Member: Susan Blankenship, City Clerk
01-Staff Report - Campaign Contribution Limits.docx
02-Survey Results.pdf
03-October 19, 2021 Staff Report.pdf

12. Construction Contract Award & Grant Acceptance - Lake Tahoe Boulevard Class I Bicycle Trail
Requested Action / Suggested Motions: (1) Pass a Resolution accepting and appropriating Active Transportation Program (ATP) funding in the amount of $744,00, Highway Infrastructure Program (HIP) funding in the amount of $756,000, Congestion Mitigation and Air Quality (CMAQ) funding in the amount of $268,775, and Surface Transportation Block Grant (STBG) in the amount of $1,473,000, and appropriating General Fund Undesignated Excess Reserves in the amount of $1,009,031; and (2) Pass a Motion authorizing and directing the Mayor to execute a contract with Sierra Nevada Construction, Inc. for construction of the Lake Tahoe Boulevard Class I Bicycle Trail Project in the amount of $4,634,007.00, and 7.5% contingency in the amount of $347,550.00.

Responsible Staff Members: Anush Nejad, Public Works Director and Randy Carlson, Associate Civil Engineer
01-Staff Report-Lake Tahoe Boulevard Class 1 Bicycle Trail Project
02-Resolution-Lake Tahoe Boulevard Class 1 Bicycle Trail Project
03-Construction Contract Sierra Nevada Construction
04-Program Supplement CML-5398(013).pdf

Regular-New Business

13. 56 Acres Master Plan
Requested Action / Suggested Motions: Pass a Resolution adopting the 56-Acres Master Plan and Initial Study/Mitigated Negative Declaration (IS/MND) and finding that the IS/MND adequately addresses the potential environmental impacts of the proposed project and that no further environmental analysis is required to comply with the California Environmental Quality Act.
Responsible Staff Member: John Hitchcock, Planning Manager
01-Staff Report-56 Acres Master Plan.docx
02-Final 56-Acres Master Plan 2022.pdf
03-Tribal Consultation.pdf
04-Proof of Mailing.pdf
05-Resolution-56 Acres Master Plan and Initial Study/Mitigated Negative Declaration.docx
06-56 Acres Final IS-MND.pdf
07-56 Acres Multigenerational Center MMRP.pdf
08-56 Acres Final IS MND appendices

14. Agreement and Ground Lease with El Dorado County for Development, Operation, and Maintenance of the 56-Acre Property
Requested Action / Suggested Motions: Pass a Resolution Authorizing and Directing the Mayor to Execute Agreement and Ground Lease with El Dorado County for the Development, Operation, and Maintenance of the 56-Acre Property.

Responsible Staff member: Heather Stroud, City Attorney
01 - Staff Report 56 Acres Agreement.docx
02 - Resolution 56 Acres Agreement.docx
03 - 56-Acre Agreement (Exh. A to Reso).pdf
04 - Resolution 2020-006.pdf
05 - Resolution 2020-102.pdf
06 - 56 Acres Parcel Modifications.pdf

Agenda Planning Calendar

15. Agenda Planning Calendar
Requested Action / Suggested Motions: Identify, with consent of at least two Council members, any desired future agenda items, and/or modify the Agenda Planning Calendar as desired.
Responsible Staff Member: Joseph Irvin, City Manager
APC - January 13, 2022.pdf

Updates and Announcements (City Attorney, City Clerk, City Manager)

Councilmember Reports and Comments - Assignments to Boards, Committees, and Commissions

Adjournment

I, Susan Blankenship, City Clerk for the City of South Lake Tahoe, declare that the foregoing agenda for the Tuesday January 18, 2022 meeting of the City of South Lake Tahoe City Council was posted and available for review on Thursday January 13, 2022 at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150. The agenda was also available on the City website at https://www.cityofslt.us.

Signed January 13, 2022
\\sb\\
Susan Blankenship, Elected City Clerk

Table 3: Revenue Options Summary – By Sector

Sector	Revenue Option	Juris-diction	Average Annual Amount[1]	Tax/Fee Rate	% RTP Funding Target[3]
Local	L1. Sales Tax[3]	Placer City of SLT Washoe Douglas	$1.1M $3.2M $0.9M $0.5M	0.5% of taxable sales	6% 16% 5% 3%
	L2. Transient Occupancy Tax[3]	Placer City of SLT Washoe Douglas	$0.9M $1.6M $0.5M $1.0M	1.0% of lodging sales	4% 8% 3% 5%
	L3. Real Property Transfer Tax[3]	Washoe Douglas	$0.6M $0.2M	$1.00 per $1,000 of real property sales	3% 1%
Regional	R1. Sales Tax	Basin-wide	$5.7M	0.5% of taxable sales	30%
	R2. Transient Occupancy Tax	Basin-wide	$4.0M	1.0% of lodging sales	21%
	R3. Real Property Transfer Tax	Nevada only	$0.8M	$1.00 per $1,000 of real property sales	4%
	R4. Vacancy Tax	Basin-wide	$6.3M	$250 per vacant housing unit	33%
	R5. Basin Entry Fee	Basin-wide	$23.9M	$4.00 per vehicle[4]	123%
	R6. Zonal Fee	Basin-wide	$9.5M	$10.00 per vehicle[5]	49%
	R7. Parking Fees	Basin-wide	$7.0M	$10.00 per vehicle	36%
	R8. Mobility Mitigation Fee	Basin-wide	$0.4M	$0.3M initially (2022)	2%
	R9. Rental Car Mitigation Fee	Basin-wide	$0.1M	$5.50 per car per day	<1%
Private	P1. Commuter Transit Subsidies	TBD	TBD	TBD	TBD
State	S1. CA & NV Funding Formula	Basin-wide	$2.9M	$3M initially (2026)	15%
	S2. CA Budget Surplus	Basin-wide	<$0.1M	$2M one-time (2022)	<1%
	S3. CA Existing Grants	Basin-wide	$2.9M	$3M initially (2026)	15%
	S4. CA New Grant Programs	Basin-wide	$1.0M	$1M initially (2026)	5%
	S5. NV Bonds	Basin-wide	$0.4M	$10M one-time (2026)	2%
Federal	F1. Transportation Act: Formula	Basin-wide	$1.7M	$1.5M initially (2023)	9%
	F2. Transportation Act: Grants	Basin-wide	$5.8M	$5M initially (2023)	30%

[1] Revenue estimates assume two percent annual inflation increase from initial year and calculate annual average by dividing by 25 years (2021-2045) regardless of initial year.

[2] RTP minimum regional funding target is $485.9 million, or $19,400,000 annually over 25 years.

[3] Jurisdiction totals sum (but for rounding) to corresponding regional revenue option for sales tax (R1), TOT (R2), and real property transfer tax (R3).

[4] Basin entry fee assumes payment by visitors only and exempts residents and commuters.

[5] Zonal fee assumes payment only by vehicles stopping in zone, not vehicles driving through zone.

City of South Lake Tahoe
City Council and
South Tahoe Redevelopment Successor Agency
Meeting Minutes
Tuesday, January 04, 2022 at 9:00 AM
City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

City Council
Devin Middlebrook, Mayor
Cristi Creegan, Mayor Pro Tem
Cody Bass, Councilmember
John Friedrich, Councilmember
Tamara Wallace, Councilmember

Mission of the City Council
The City Council exists to represent the public interest, to oversee the City's operations and to plan for the City's future.

NOTE: The Meeting Minutes represent actions taken during the meeting of the City Council. Complete Council members discussions on Regular Session meeting items can be viewed in archived video recordings on the City's website at http://www.cityofslt.us *Public submittals on items are retained in the administrative record and can be viewed in the City Clerk's repository at* http://www.cityofslt.us

Call to Order/Pledge of Allegiance
At 9:00 a.m. Mayor Middlebrook called the meeting to order. Middlebrook then led the pledge of allegiance to the flag.

Roll Call
Present were Mayor Middlebrook, Councilmembers Bass, Creegan, Friedrich and Wallace.

Also present were City Manager Irvin, City Attorney Stroud and City Clerk Blankenship.

Recognitions

1. **City Employee Recognitions**
   Action: Mayra Bahr, Accountant I and Angela Foe, Public Safety Dispatcher were introduced to City Council. Luis Garcia, Parks and Recreation and Brenan Davis, Fire Department were recognized for reaching 15 Years-Service, and Gregory Fisk was recognized for reaching 25 Years-Service.

Closed Session Report – January 4, 2022

1. **Conference with counsel – anticipated litigation (significant exposure to litigation) – Gov. Code section 54956.9(d)(2), (e)(3) (regarding claim for damages from Levora B. Watts dated Sept. 7, 2021)**
   Action: No reportable action.

2. **Conference with Real Property Negotiators – Gov. Code section 54956.8. Property: Potential acquisition of 1.57 acres consisting of portions of 1029 and 1035 Emerald Bay Road, Assessor Parcel Numbers 023-381-002, 023-430-038, and 023-430-023, for Tahoe Valley Greenbelt and Stormwater Project**
   Action: No reportable action.

Public Communications

1. Janice Stillions - December 16 Council meeting, Tiny Homes, new Recreation Center
2. Scott Robbins - recent storm, tourism
3. Ed Mosur - snow melt machines, parking garage expansion

City Commission Reports

None.

Consent Agenda

Action: Moved/Seconded: Wallace/Bass
Yes: Bass, Creegan, Friedrich, Middlebrook and Wallace
Action: Passed Consent Agenda

2. City Council Meeting Minutes

Action: Passed **Motion 2022-001** to approving the December 7, 2021 Regular City Council meeting minutes.

3. 2021 Reimbursement Agreement with Southwest Gas

Action: Passed **Resolution 2022-001** authorizing the execution of a Reimbursement Agreement **C-001-2022** with Southwest Gas and amending the Street Overlay Program account by appropriating $1,883,300 of in lieu paving funds from Southwest Gas for the purpose of funding the 2022 Road Rehabilitation Project.

4. Resolution Accepting and Appropriating $475,000 in TRPA Mitigations Funds to the Tahoe Valley Greenbelt & Stormwater Improvement Project

Action: Passed **Resolution 2022-002** accepting and appropriating $475,000 in TRPA Mitigation Funds to the Tahoe Valley Greenbelt & Stormwater Improvement Project.
Public Comment was heard from the following person:

1. Steve Teshara, Tahoe Chamber

5. Ratification of Amendment to Professional Services Agreement with Wood Rodgers Action: Passed **Motion 2022-002** authorizing and directing the Mayor to Execute Ratification of Amendment **C-002-2022** to Agreement Bas C-149-2019 with Wood Rodgers for on-call traffic engineering services, with an amended not to exceed amount of $105,000.

6. Ratification of Amendment to Professional Services Agreement with Sactech

Action: Passed **Motion 2022-003** authorizing and directing the Mayor to Execute Ratification of Amendment to Professional Services Agreement **C-003-2022** with Sactech to increase the maximum compensation to not to exceed $63,800 and extend the term to December 14, 2021.

7. Community Development Block Grant (CDBG) CV 2/3 Subrecipient Agreement with Tahoe Coalition for the Homeless

Action: Passed **Resolution 2022-003** appropriating budget for Community Development Block Grant Coronavirus Response (CDBG CV-2/3) funding in the amount of $505,632 and authorizing and directing the Mayor to execute a Subrecipient Agreement **C-004-2022** with Tahoe Coalition for the Homeless in the amount of $495,632 to administer the grant and execute the scope of work for rehabilitation of the Bears Den Inn property (2250 Lake Tahoe Blvd).
Public Comment was heard from the following person:

1. Steve Teshara, Tahoe Chamber

Consent Agenda - South Tahoe Redevelopment Successor Agency

8. Recognized Obligation Payment Schedule (ROPS) FY 2022-2023

Action: Moved/Seconded: Wallace/Bass
Yes: Bass, Creegan, Friedrich, Middlebrook and Wallace
Action: Acting as the South Tahoe Redevelopment Successor Agency Board, Passed **STRSA Resolution 2022-001** approving the Recognized Obligation Payment Schedule (ROPS) pursuant to Health and Safety Code section 34177 for the fiscal period commencing July 1, 2022, and ending June 30, 2023.

Regular-New Business

9. Ordinance - Bijou/Al Tahoe Community Plan Amendments (First Reading)

Note: Councilmember Creegan and Councilmember Friedrich recused themselves from this item due to real property ownership in the area and left the meeting. Director of Development Services Roverud also left the meeting due to real property ownership in the area.
Action: Moved/Seconded: Wallace/Bass
Yes: Bass, Middlebrook and Wallace
Absent (recused): Creegan and Friedrich
Action: Passed **Motion 2022-004** finding that the Bijou/Al Tahoe Community Plans Initial Study/Negative Declaration/Initial Environmental Checklist adequately addresses the potential environmental impacts of the proposed ordinance and that no further environmental analysis is required to comply with the California Environmental Quality Act and **Motion 2022-005** to hold a first reading (by title only) of an ordinance amending the Bijou/Al Tahoe Community Plan to allow additional height up to 42 feet, with no minimum cross slope or roof pitch requirement for public and quasi-public facilities located in the 56-acre project area, and refer second reading and adoption to the January 18, 2022 meeting.

Public Comment was heard from the following people:

1. Janice Stillions
2. David Gregorich, Parks and Recreation Commission
3. Steve Teshara, Tahoe Chamber

Written Public Comment was received from the following people:

4. Edwin Bustillos
5. Saundra Edwards
6. Granville Fortescue
7. Will Irwin
8. Richard Smothers
9. Grace Thorpe
10. Paul Thorpe

10. State and Local Fiscal Recovery Funds (SLFRF) Appropriation for American Rescue Plan Act (ARPA) Capital Projects

Action: Moved/Seconded: Friedrich/Creegan
Yes: Bass, Creegan, Friedrich, Middlebrook and Wallace
Action: Passed **Resolution 2022-004** appropriating SLFRF funds in the amount of $250,000 for the proposed renovations to the City's skate park; $50,000 for proposed improvements to the City's paved bike trail network; and $200,000 towards the preliminary planning of the Greenway Phase 1C Bicycle Trail Project.

Public Comment was heard from the following person:

1. David Gregorich, Parks and Recreation Commission

11. Purchase of Vehicles and Equipment to Support Department of Public Works Streets Operations

Action: Moved/Seconded: Wallace/Bass
Yes: Bass, Creegan, Friedrich, Middlebrook and Wallace
Action: (1) Passed **Resolution 2022-005** accepting and appropriating $150,000 of Tahoe Regional Planning Agency Air Quality & Water Mitigation Funding and appropriating $140,410 in proceeds from the Sale of Surplus Vehicles & Equipment; and (2) Passed **Motion 2022- 006** authorizing the purchase of (1) Asphalt Patch Truck for $265,372.91, (1) Loader Mounted Asphalt Zipper for $222,953, and (1) Street Sweeper for $288,390.90 via cooperative purchasing agreements from fund 210 (Vehicle Replacement).

12. City Council Capital Improvement Program Subcommittee

Action: Moved/Seconded: Wallace/Middlebrook
Yes: Bass, Creegan, Friedrich, Middlebrook and Wallace
Action: Passed **Motion 2022-007** establishing an ad hoc Capital Improvement Program Subcommittee and appointing Councilmember Bass and Councilmember Friedrich.
Public Comment was heard from the following person:

1. Ed Mosur

Agenda Planning Calendar

13. Agenda Planning Calendar

Action: Received.

Updates and Announcements (City Attorney, City Clerk, City Manager)

City Manager: Storm debrief

1. EOC deactivation
2. Storm response debrief by Departments:
   - Director of Public Works Neshad
   - Fire Chief Savacool
   - Police Chief Stevenson

Councilmember Reports and Comments - Assignments to Boards, Committees, and Commissions

Councilmember Friedrich:

1. Storm response

Councilmember Wallace:

1. Storm response

Councilmember Bass:

1. Storm response
2. Upcoming Tahoe Transportation District meeting
3. Request MOU with Caltrans to run City graders on Highway 50 (Friedrich second)

Councilmember Creegan:

1. Storm response
2. Lake Tahoe Unified School District 2 x 2 meeting
3. Police Department Award Ceremony
4. Mental Health Subcommittee meeting

Mayor Middlebrook:

1. Abandoned Vehicle JPA meeting
2. Festival of Lights
3. Boy Scout Troop presentation

Adjournment

At 10:23 a.m. Mayor Middlebrook adjourned the meeting.

_____ _____

Devin Middlebrook, Mayor Date

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe
Report to City Council

Meeting Date: January 18, 2022

Title: Ordinance – Bijou/Al Tahoe Community Plan Amendments to allow additional height up to 42 feet, with no minimum cross slope or roof pitch requirements for public and quasi-public facilities located in the 56-acres project area (Second Reading)

Location: Bijou/Al Tahoe Community Plan District #4, 56-acres (Multiple APNs)

Responsible Staff Members: John Hitchcock, Planning Manager (530) 542-7405

Background:

The City of South Lake Tahoe is proposing to amend the Bijou/Al Tahoe Community Plan (B/AT CP) to allow for additional building height for public or quasi-public buildings and lower roof pitch requirements for buildings that require flatter roofs to span large interior spaces proposed within the 56-acres project area of the B/AT CP Town Center District #4 (see Attachment 02). The amendments will be considered pursuant to Chapter 12 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, which allows local governments to adopt conforming Community Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan.

Environmental Considerations:

City staff recommends that the City Council pass a motion finding that the Bijou/Al Tahoe Community Plan Amendments Initial Study/Negative Declaration (IS/ND) adequately addresses the potential environmental impacts of the proposed ordinance and that no further environmental analysis is required to comply with the California Environmental Quality Act based on the following findings:

1. *The City Council has independently reviewed and analyzed the Initial Study/Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Tourist Core Area Plan/Specific Plan Amendments.*
2. The Final IS/ND was included in the City Council agenda packet and presented to the City Council on January 18, 2022 for consideration and approval.

3. *The IS/ND represents the independent judgment and analysis of the City Council as the lead agency for the Project. The City Council designates the Director of Development Services at the City Services Center at 1052 Tata Lane, South Lake Tahoe, California, 96150, as the custodian of documents and records of proceedings on which this decision is based.*

The City Council and staff have reviewed the IS/ND, which was prepared by a qualified consultant, and finds that it represents the judgment and analysis of the City Council. The IS/ND and associated documentation are maintained in the City records administered by the City Development Services Department.

4. *The Project would not have a significant effect on the environment.*

   As the analysis in the IS/ND describes, adoption of the Bijou/Al Tahoe Community Plan Amendments would not have a significant effect on the environment.

Financial Implications: None

Recommendation: City staff recommends that the City Council pass a motion finding that the Bijou/Al Tahoe Community Plan Amendments IS/ND adequately addresses the potential environmental impacts of the proposed amendments and that no further environmental analysis is required to comply with the California Environmental Quality Act; and adopt an Ordinance amending the Bijou/Al Tahoe Community Plan (see Attachment 03).

Policy Implications:

City of South Lake Tahoe General Plan

The proposed amendment to the B/AT CP is consistent with the goals and policies of the City of South Lake Tahoe General Plan.

56-acress project area is currently designated as recreation in the City's General Plan. Recreation land use designation is defined as follows:

This designation provides for outdoor recreation areas, active and passive recreational uses, habitat protection, and public/quasi-public uses. This designation is applied to areas with existing and proposed outdoor recreation and areas without overriding environmental constraints.

The Land Use and Community Design Element of the General Plan include the following goals and policies to encourage development, redevelopment, and upgrades to existing development.

Goal LU-2 : To focus future commercial, multi-family residential, tourist, civic, and social gathering space development in community plan area in order to maximize incentives and create transit,-bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors.

Policy LU-2.1: Community Plan Redevelopment, Expansion, and Upgrade
The City shall encourage public and private investment in the expansion and upgrade of commercial and tourist accommodation projects within the Tahoe Valley, Bijou/Al Tahoe, and Stateline/Ski Run community plan areas and use appropriate financing tools, such as redevelopment, to achieve economic and land use goals, as determined proper to achieve this objective.

Policy LU-2.2: Community Plan Preparation, Adoption, and Implementation
The City shall periodically update and implement the four Community Plans as a way to focus development commodities and revitalization efforts.

Policy LU-2.5: Bijou/Al Tahoe Community Plan Area
The City shall encourage the creation of a viable residential neighborhood with appropriate neighborhood amenities and compatible high quality family-oriented recreation and public facilities including government offices.

Bijou/Al Tahoe Community Plan

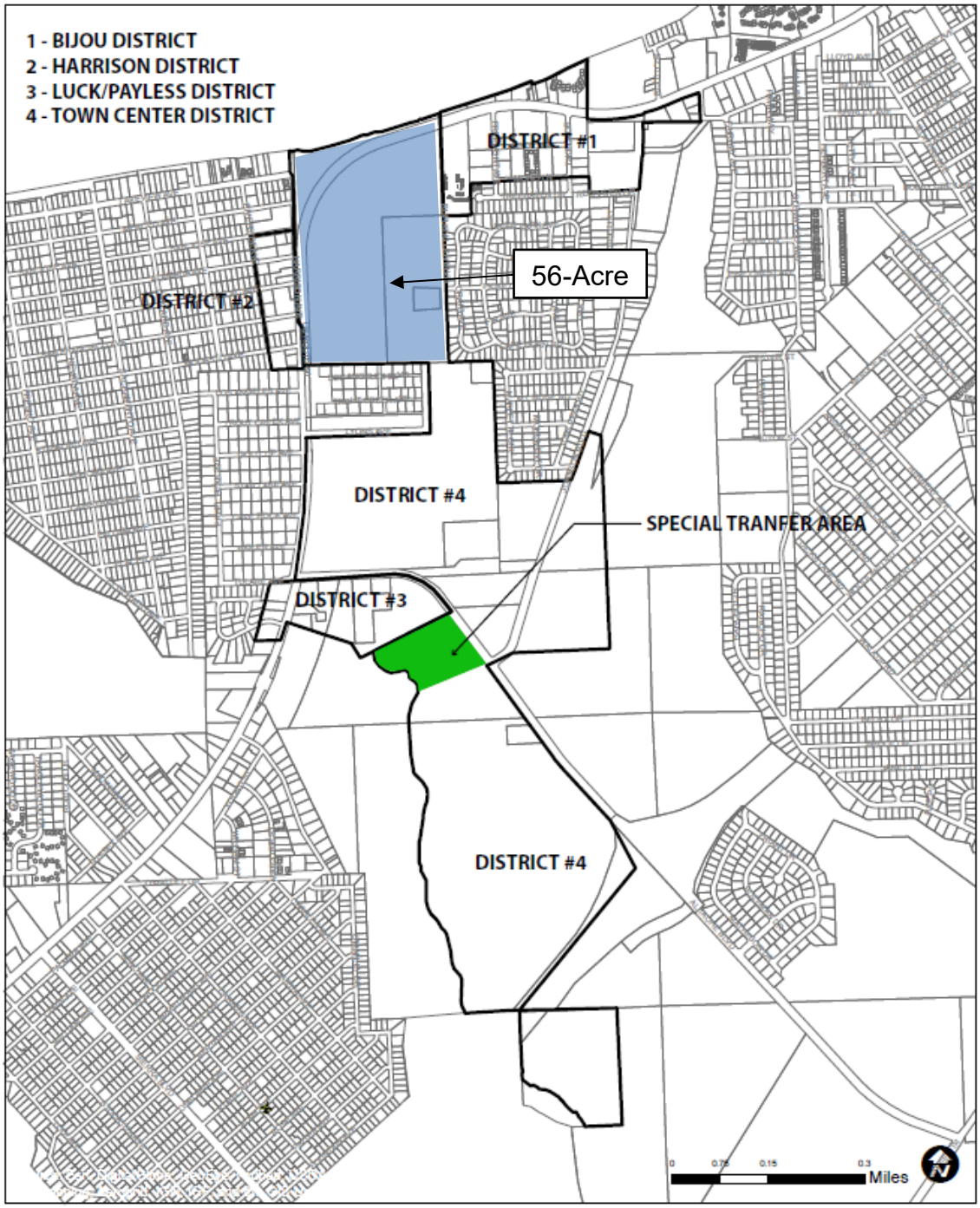
The B/AT CP was adopted by the City and states that the area " ..should serve as a family oriented and recreation center, as well as the Town Center for the local Community. To accomplish this goal, policies must encourage diversification of recreational and commercial attractions to create the high quality development expected in a family oriented resort area." The proposed amendments will further the goals of the B/AT CP by encouraging the redevelopment of an infill site with high quality recreation opportunities with development that complements the overall natural setting.

The proposed amendments are consistent with the B/AT CP "Town Center" designation, encouraging the relocation of city, county, state, and federal offices to the district and expanding recreational activities within the district and immediate surrounding areas.

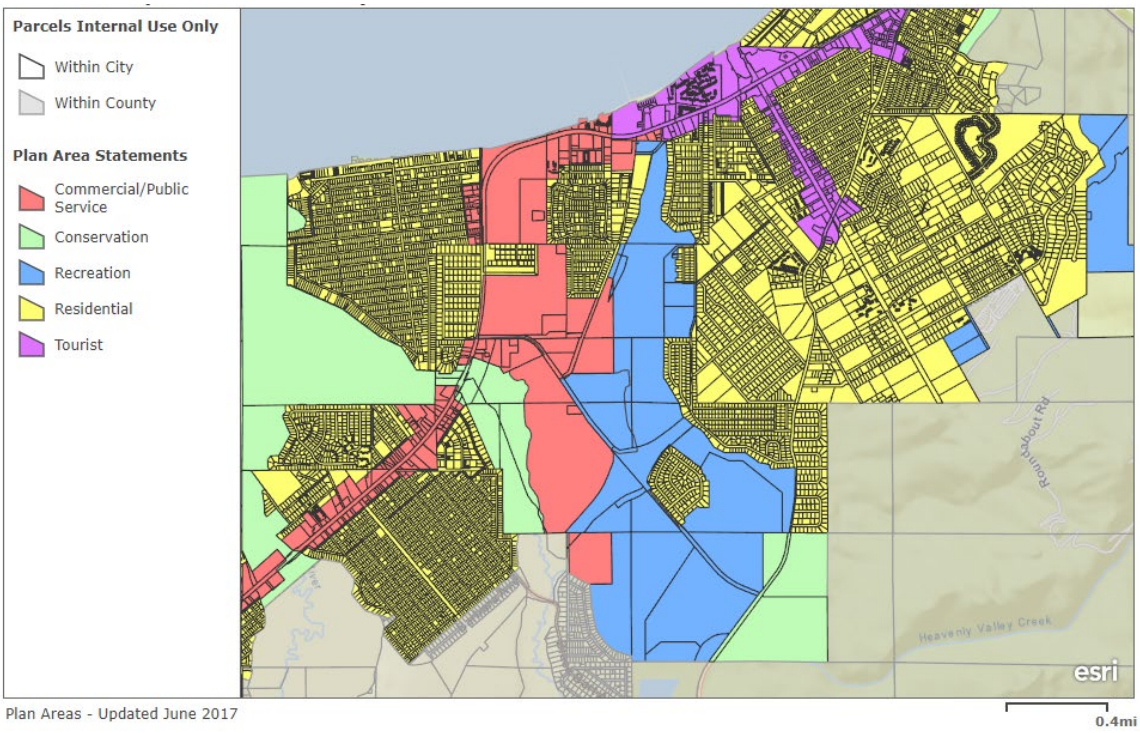
In addition, the proposed B/AT CP amendment is consistent with the following policy:

Policy A: Establish four unique, separate districts.
Town Center District. Areas currently described as Campground by the Lake, South Tahoe Middle School, John Boulevard areas and Lake Tahoe Community College shall be combined to accommodate the following uses: Commercial (public service support orientation, or receiving area for transfer of SEZ/Scenic Corridor), Public Service, Recreation, and designation as a "Special Events Area."

ATTACHMENT 02



ATTACHMENT 02



Plan Areas - Updated June 2017

Ordinance 2022-XX

Adopted by the City of South Lake Tahoe City Council

January 18, 2022

Amending the Bijou/Al Tahoe Community Plan

BACKGROUND

A. The Bijou/Al Tahoe Community Plan/Specific Plan was adopted by the City of South Lake Tahoe City Council 1995.

B. Pursuant to California Government Code Section 65453, a specific plan may be prepared and adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

C. The proposed amendment would the community plan standards to allow up to 42 of height, with no minimum cross slope or roof pitch requirements for public and quasi-public facilities located within the 56-acres project area.

D. The purpose of the proposed amendment is to encourage energy efficient and sustainable redevopment in the 56-acres project area for large public or quasi-public facilities that typically require sheds roofs based on their large size. Additonal height and lower roof pitch will reduce energy consumption and operational costs to ensure long-term sustainability

E. In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15070, the City of South Lake Tahoe has prepared and circulated an Initial Study/Negative Declaration (IS/ND) for the Bijou/Al Tahoe Community Plan Amendments. The public comment period began on October 22, 2001 and ended on October 27, 2021.

F. On December 16, 2021, the Planning Commission held a duly noticed public hearing, took public comments on the proposed amendment, considered all the evidence in the record, and adopted Resolution 2021-18 recommending that the City Council adopt the IS/ND pursuant to CEQA, determine that the Project would

not have a significant effect on the environment and that the City Council adopt the Bijou/Al Tahoe Community Plan Amendments.

G. The City of South Lake Tahoe, as the lead agency, has determined that there is no substantial evidence that the adoption of the Bijou/Al Tahoe Community Plan Amendments would result in a significant effect on the environment.

Now, Therefore, the City Council of the City of South Lake Tahoe does ordain as follows:

SECTION 1 The Bijou/Al Tahoe Community Plan is hereby amended as designated in Exhibit 1 attached hereto and incorporated by reference.

SECTION 2 If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction; such decision will not affect the validity of the remaining portions of this ordinance. The City Council declares that it would have passed this ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 3 The City Clerk is directed to certify this ordinance and cause it to be published in the manner required by law.

SECTION 4 This ordinance shall become effective thirty (30) days after the date of its adoption.

Adopted by the City of South Lake Tahoe City Council on January 18, 2021 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is true and correct copy as approved by the South Lake Tahoe City Council.

First Reading: January 4, 2022
Published:January 7, 2022
Second Reading: January 18, 2022
Effective: February 17, 2022

EXHIBIT 1

Amendment is blue and underlined. Language that would be deleted is red and is struck through. No other changes to the TCAP are proposed.

SECTION TWO – PUBLIC SERVICE/RECREATION THEME

DISTRICTS	MAP AND USE MATRIX IDENTIFICATION
Town Center	4
A. PERMITTED USES	Refer to use matrix for district uses.
B. HEIGHT	
Standard	Refer to TRPA Code of Ordinances Chapter 37.
Special Std.	The following shall apply to Lake Tahoe Community College property: Lake Tahoe Community College and Lake Tahoe Unified School District properties: Height issues for these sites shall be addressed by TRPA on an individual project basis, and may be in excess of Chapter 37 based on project setback, visibility, or other design criteria. El Dorado County and City properties located in 56-Acre project area: For public and quasi-public owned buildings, the maximum height permitted is 42 feet, with no minimum cross slope or roof pitch requirements, provided TRPA makes Findings 1, Finding 3, Finding 4, Finding 5, Finding 7, and Finding 8 of Section 37.7.
C. BULK	
Standard	Refer to Redevelopment Design Element, Sections 1 and 2
D. COVERAGE	
Standard	Refer to TRPA Code of Ordinances Chapters 30.
E. SETBACKS	
Standard	Refer to City Wide Design Manual Section 3 of Chapter 1 & 2.

Special Std.	In addition to the City Wide Design Manual, the following shall apply to specific properties located with the Town Center District, including: The vacant 7.5 acre parcel north of Al Tahoe and west of Johnson Boulevard (Adjacent to the existing El Dorado County Government Center) shall required a minimum of a 50' setback from Johnson Boulevard and an increased interior sideyard setback of 20' in that area of the property adjoining the residentially developed district. The vacant 12 acre parcel, north of Al Tahoe and east of Johnson Boulevard (adjacent to Bijou Community Park) shall require a minimum of a 50' setback from Johnson Boulevard for development. Development on the Lake Tahoe Community College property shall have a minimum setback of 50' from Al Tahoe Boulevard.
F. SITE DESIGN	
Standard	Refer to City Wide Design Manual, Section 2, Chapters 1 & 2
Special Std.	In addition to the City Wide Design Manual, the following standards shall apply to the entire Town Center: 1. A natural forest setting shall be preserved by designing projects that maintain the maximum number of trees, shrubs, boulders, and other natural amenities at a project site. Landscaping shall be designed to blend with the native surroundings, including trees, shrubs, ground covers and flowers. 2. Sidewalks shall connect all buildings within project area.
G. ARCHITECTURAL TREATMENT	
Standard	Refer to City Wide Design Standards, Section 2 of Chapters 1 & 2 and City Lighting Standards.
Special Std.	In addition to the City Design Standards, the following standards shall apply: 3. Buildings shall be designed with interest (no box forms, variations in elevation, etc.) and shall incorporate architectural features which blend with the surrounding buildings.

4. Wood siding or natural appearing siding shall be used on the exterior of all remodeled newly constructed buildings.
5. Roofs shall have a minimum pitch of ~~7~~5:12 and a maximum roof pitch of 12:12. Roofs may have a minimum pitch of 0:12 on public and quasi-public owned buildings within El Dorado County and City Properties located in 56-Acres project area.
6. Real stone shall be incorporated into the building design. Manufactured stone may be used on a project only if the applicant demonstrates the application of the stone will appear "real."
7. All projects shall incorporate days use amenities, including; outdoor furniture, bicycle racks and trash receptacles.

City of South Lake Tahoe
Report to City Council

Meeting Date: January 18, 2022

Title: Accept and Appropriate $1,289,822 in Proposition 68 Grant Funding for the Barton & 2nd Street Drainage Project (PWC 301-40054)

Location: Barton Ave.- Helen Ave.- Second Street - Winnemucca Ave.- Silver Tip Ave.

Responsible Staff Members: Jason Burke, Stormwater Program Coordinator (530) 542-6038
Stan Hill, Engineering Manager (530) 542-6039

Background:
The Department of Public Works has received many complaints of flooding in the Barton Ave – Second Street neighborhood, because the area was developed with no drainage systems prior to incorporation in 1965. The flooding issue is most prevalent on 2nd Street between Barton and Helen Avenue and was noted as a priority problem area in the *Drainage Master Plan Update* presented to the City Council on April 20, 2021. Stormwater flooding also regularly occurs on Helen Avenue (east of 2nd Street), Winnemucca Ave (between Helen Ave and Silver Tip Ave), and on Silver Tip Ave (see Project Location Map and Photos).

In May 2019, the California Natural Resources Agency (CNRA) released a Call for Projects to public agencies for Proposition 68 Urban Flood Protection grant funding. City Council authorized the Engineering Division via Resolution 2019-075 to submit a grant application for Proposition 68, Multi-benefit Stormwater and Urban Flood Protection project funding. The Engineering Division prepared and submitted an extensive grant application and submitted the application to the CNRA for evaluation and scoring. This is a rare funding opportunity to address flooding issues identified in the Drainage Master Plan, since most funding sources are focused on the protection of Lake Tahoe, not on providing drainage solutions for the community.

Following Project grant application evaluation, CNRA grant program review officials notified Public Works the Barton & 2nd Street Drainage Project was selected for grant award. The Proposition 68 grant agreement was recently circulated for signatures. Resolution 2019-075 authorized the City Manager to sign the grant agreement. As the authorized designee, the City Manager signed the agreement on behalf of the City Council.

The executed grant agreement will contribute $1,289,822 in Proposition 68 grant funding for design of project plans, preparation of specifications and engineer's estimate (PS&E bid documents) and fund a major portion of Project construction and construction administration.

Issues and Discussion:
Proposition 68 grant funding for the multi-benefit urban flood protection project will enable the City to improve the following:

- Problematic drainage conditions impacting residents within the Project area as noted in the Updated Drainage Master Plan;
- Degradation of roadways occurring due to a lack of drainage infrastructure; and,

- Assist with achieving the City's Lake Tahoe Total Maximum Daily Load (TMDL) and nutrient reduction requirements.

The Barton Ave and 2nd Street Drainage Project will alleviate flooding seasonally experienced at Helen Ave and 3rd Street intersection, address significant flooding on 2nd Street between Helen and Barton that impacts the mobile home park, and associated flooding that impacts the Jubilee Kids Academy (2249 Helen Avenue and adjacent residences). The project will also provide stormwater treatment prior to conveyance of excess runoff to the end of Silver Tip Avenue where it has historically discharged to the Johnson Meadow property owned by the Tahoe Resource Conservation District.

Financial Implications:
Proposition 68 grants administered by CNRA typically require a 25% match. However, as a Disadvantaged Community (DAC), the City qualifies for a reduced local match for this project that would serve a designated DAC. The Department of Water Resources (DWR) has developed a DAC mapping tool based on the 2016 US Census American Community Survey data. The DWR DAC mapping tool identifies the 2016 statewide average Minimum Household Income (MHI) as $63,783; the 80% threshold is $51,026. The City's 2016 MHI was $42,401, below the $51,026 threshold. Therefore, the City qualifies as a DAC and for the reduced local match. The grant agreement does include a local match requirement of $183,743 which equates to approximately 14.25% of the $1,289,822 Proposition 68 grant amount.

Resolution 2021-083, passed by City Council at the October 19, 2021, Council meeting established a grant match set-aside account. The new account was created to assure sufficient General Fund Undesignated Excess Reserve would be available to fulfill the City's local match obligations. The grant match set-aside approved with Resolution 2021-083 included $122,222 of anticipated match to the CNRA grant. However, the CNRA grant amount was increased from $1.1 million up to $1,289,822 and the grant match increased to $183,743, an increase of $61,521 in local match. In the interest of following grant match funding procedures established with Resolution 2021-083, Public Works is requesting the additional $61,521 of grant match be allocated from the Undesignated General Excess Reserve.

Long-term grant agreement conditions require the City to maintain, operate, and use the improvements for a minimum of 25 years following completion of improvements. The maintenance of the storm drain facilities will be added to the Street Maintenance Divisions list of storm drain improvements requiring their attention. The annual maintenance cost is anticipated to be in the range of $5,000 to $10,000 annually. However, the first 5 to 10 years following completion of improvements should experience minimal maintenance effort and will alleviate the need for the Fire Department and Street Maintenance Division to respond to calls for service during periods of flooding in the area.

Environmental Considerations:
On June 15, 2021, a CEQA Notice of Exemption was filed by the City Planning Manager with the State Clearinghouse as a Class 4, 15304 (minor alteration to land) categorical exemption, State Clearinghouse Number 2021060316. The proposed Project improvements consist of minor alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature scenic trees.

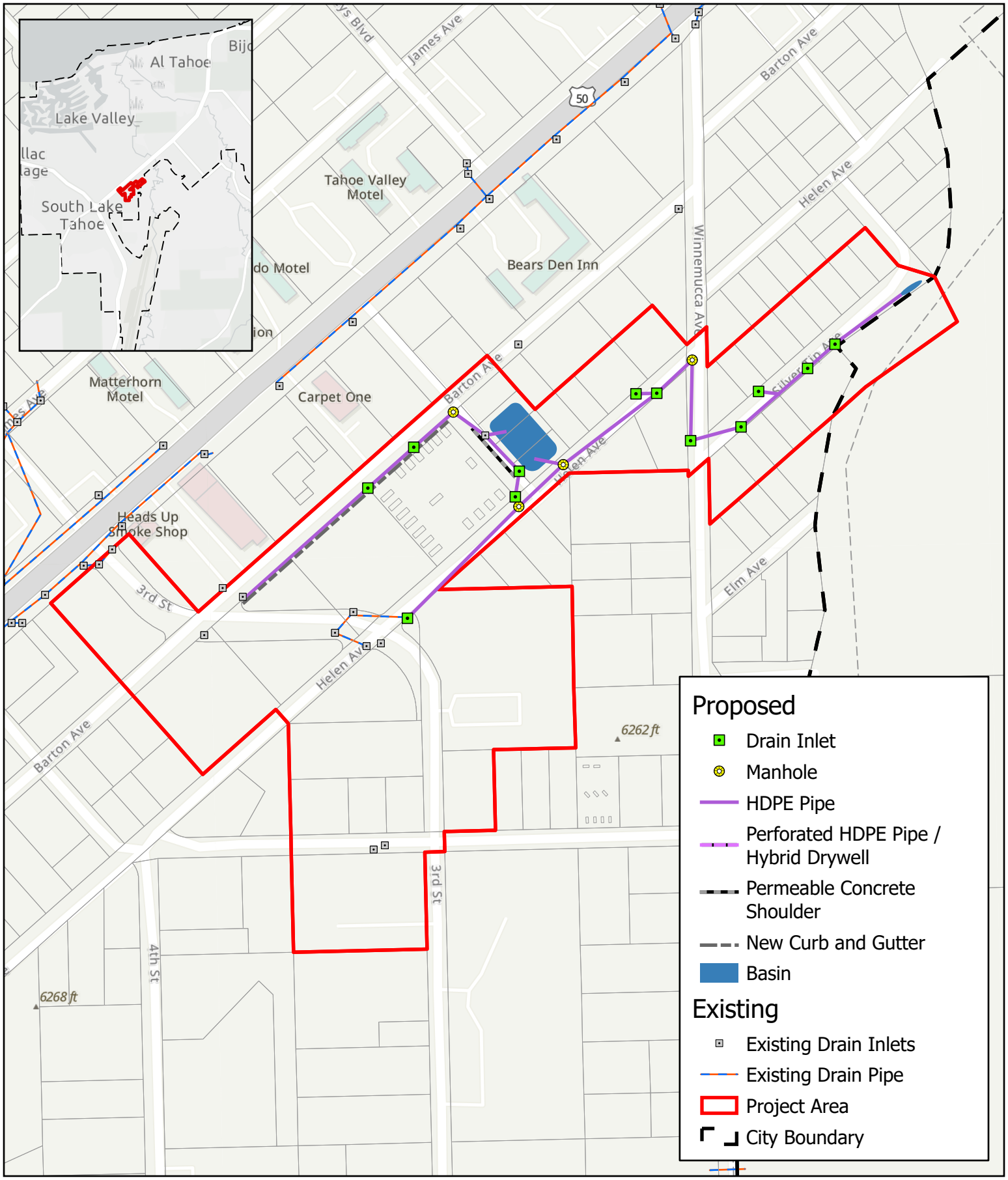
A TRPA EIP permit for the Project will be acquired by the Engineering Division before the start of Project construction. The California Tahoe Conservancy approved a License Agreement on June 15, 2017 (C-93-17) for the use of three Conservancy parcels for the construction and maintenance of the stormwater treatment basin on Second Street.

Policy Implications:
The Project will assist with the updated City Council Priorities to improve road drainage conditions, to ensure pavement resurfacing investments are long-lasting, prepare for increased flooding risks due to

climate change, and build public trust by following through with previous commitments with tangible results.

The Project will address major drainage issues identified in the *Updated Drainage Master Plan* presented to the City Council on April 20, 2021[1] and as shown in the attached Project Location Map and Photos. The proposed improvements will also assist the City in meeting the sediment and nutrient reductions mandated by the Lake Tahoe TMDL. Meeting sediment and nutrient reduction mandates will assist with receiving all housing allocations under TRPA Code section 50.5.2.E.2 (Distribution and Administration of Residential Allocations – TMDL Implementation).

[1] Available on the City Website: https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/888076/04-Updated_Drainage_Master_Plan_Ranking_Criteria_and_Project_List.pdf



CITY OF SOUTH LAKE TAHOE

Barton Ave and Second Street Drainage Project Area

N

0 100 200 300 400
Feet

Path: J:\GIS files\Projects\PublicWorks\StormWater\SecondStreet\SecondStFloodAndErosionControlProject.aprx | Project Map | 7/7/2021

Attachment 7: Barton Neighborhood Urban Stormwater Treatment Project

City Project No. 301-40030-01 (EIP Project 01.01.01.0012)



Flooding of 3rd Street/Helen Avenue: Drain inlets have no pipes to drain water from roadway, ponding contributes to pavement degradation on the way to Barton Hospital



Flooding of 2nd Street at Mobile Home park: no drainage



Attachment 7: Barton Neighborhood Urban Stormwater Treatment Project

City Project No. 301-40030-01 (EIP Project 01.01.01.0012)



Flooding on Helen Avenue: no drainage



Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

January 18, 2022

A Resolution Accepting and Appropriating $1,289,822 in Proposition 68 Multi-benefit Storm Water and Urban Flood Protection Grant Funding, and Appropriating $122,222 from General Fund Grant Match Set-Aside Reserve and $61,521 from General Fund Undesignated Excess Reserve for the Barton Ave – 2nd Street Drainage Project

BACKGROUND

A. The Legislature and Governor of the State of California have provided funds for the Proposition 68 Urban Flood Protection, Green Infrastructure, and Lake Tahoe Environmental Improvement Programs.

B. The California Natural Resources Agency (CNRA) has been delegated the responsibility for the administration of these grant programs.

C. The City Manager was authorized by City Council at their October 15, 2019, City Council meeting (Resolution 2019-075) to sign a Proposition 68 Urban Flood Protection grant agreement with the State of California, CNRA.

D. The City of South Lake Tahoe desires grant funding to prepare Project Plans, Specifications, Estimates (PS&E) bid documents and permits and to construct the project improvements to reduce stormwater flooding and provide stormwater treatment in the Barton – Helen - 2nd Street residential neighborhood.

E. Resolution 2021-083, passed by City Council on October 19, 2021, set aside $122,222 of grant match funding for the CNRA grant for the Barton Avenue - 2nd Street Drainage Project (Project).

F. The CNRA grant amount was increased during the grant award and approval process from the anticipated $1,100,000 up to $1,289,822 and the City's local match requirement increased to $183,743, a $61,521 increase above the reserved grant match of $122,222.

G. The City of South Lake Tahoe requires City Council accept grant funding and appropriate the funding to the project represented in the Proposition 68 grant application submitted to CNRA and subsequently awarded to the City for the Barton Avenue – 2nd Street Drainage Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Accepts $1,289,822 in Proposition 68 grant funding from the California Natural Resources Agency (CNRA).
2. Approves and appropriates $61,521 of Undesignated Excess General Reserve funds to the Barton Avenue – 2nd Street Drainage Project.

3. Appropriates $122,222 in grant match funding transferred to the grant match set-aside Account No. 100-99999 25320 for the Project as a part of Resolution 2021-083.

4. Appropriates the accepted Proposition 68 grant funding for the development of PS&E bid documents and constructing the Barton Ave – 2nd Street Drainage Project improvements as follows:

100-01956	Transfer out to CIP (50014) from Grant Match Set-Aside 100-99999-25320	(+)	$122,222
100-01956	Transfer out to CIP (50014) from General Fund Undesignated Excess Reserve	(+)	$61,521
301-40054	Revenue (33246) California Natural Resources Agency, Prop. 86 Grant Funds	(+)	$1,289,822
301-40054	Revenue (36300) Transfer in from General Fund	(+)	$183,743
301-40054	Expenditure (48020) Engineering Design	(+)	$234,224
301-40054	Expenditure (48030) Construction	(+)	$1,239,341

Adopted by the City of South Lake Tahoe City Council on January 18, 2022 by the following vote:

Yes:
No:
Abstain:
Absent:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: Airport Rates & Charges Study

Location: South Lake Tahoe Airport

Responsible Staff Member: Mark Gibbs, Airport Manager (530) 542-6182

Background: On April 17-19, 2018 the Federal Aviation Administration (FAA) completed an airport compliance site inspection at the Lake Tahoe Airport. The FAA compliance inspection was completed pursuant to recommendations contained in U.S. Senate Report No. 106-55. On April 16, 2019 the Airport Manager was issued a compliance finding report from the FAA based on this site inspection. The report covered several items for redress. One of these areas was developing an airport fee and rental structure which makes the airport as financially self-sustaining as possible. The report stated:

> According to Grant Assurance 24, *Fee and Rental Structure,* the airport should be made as self-sustaining as possible. In accordance with this principle, which is more fully explained in the *Policy and Procedures Concerning the Use of Airport Revenue* - 64FR7696, February16,1999 (FAA Revenue Use Policy), whenever a non-aeronautical use exists, the airport sponsor is obligated to charge fair market commercial rates (FMV) for the use of airport land and facilities.

In the report contained recommendations from the FAA to achieve compliance with Airport Improvement Program Grant Assurance #24, *Fee and Rental Structure* and *FAA Policy and Procedures Concerning the Use of Airport Revenue*. The City of South Lake Tahoe, as Airport Sponsor has agreed to abide by FAA Grant Assurances and FAA Policies, Orders and Regulations as condition of accepting Federal Airport Improvement Program grant funding in the recent past. The airport has been addressing recommendations contained in the report as time and resources permit. The Airport Manager reports that most of the issues identified have already been addressed.

The City of South Lake Tahoe has never appropriately determined Airport rate setting methodology in conformance with the *FAA Policy Regarding the Establishment of Airport Rates and Charges* or Chapter 18 of FAA Order 5090.6B, *Airport Compliance Manual*. The Airport Manager is proposing to complete an Airport Rates and Charges Study in 2022 to appropriately establish airport rate methodology moving forward. These studies are widely used by Airport Sponsors to ensure a fair, deliberative and consultative process to establish a baseline methodology for airport fees. The process also ensures the airport receives equitable revenue to support its operations from users, tenants, and beneficiaries.

Issue and Discussion: One of the FAA recommendations listed in the April 16, 2021 report to the Airport Manager was establishing an acceptable methodology for this Airport's rates and charges. As indicated in the 2019 Airport Compliance Report:

> 3. Regarding non-aeronautical usage of airport land, we did not see any documents that airport land and/or facilities been assessed on a reasonable basis, such as, by a fair market appraisal. A FMV appraisal of airport land and facilities should be conducted so that an independent valuation of the land or facility would provide the sponsor the information to establish the rates and charges for aeronautical and non-aeronautical purposes to make the airport as self-sustaining as possible.

During the FY 21/22 budget process the Airport Manager requested and was approved by City Council, $59,000, to complete an Airport Rates & Charges Study in Airport Account 501-05110-42020. Jviation, Inc. has a 5-year airport planning contract with the City to perform such services under City Contract C-5-18. Under Section 2.10 of City Contract C-5-18, Jviation, Inc. is authorized to "prepare benefit-cost analysis to assist in airport business development, lease negotiations, and review of airport rates & charges against industry norms for similarly sized airports..."

The Airport Manager has obtained a scope of work and proposed fee schedule to complete an Airport Rates & Charges analysis for the Lake Tahoe Airport. Based on continued acceptance of Federal Airport Improvement Program funds, the Airport Manager recommends that City Council complete a Rates & Charges Study to ensure compliance with the *FAA Policy on the Establishment of Airport Rates and Charges* and Chapter 18 of FAA Order 5090.6B, *Airport Compliance Manual.*

Aviation users will be consulted during study preparation and recommendations will be presented to City Council by Jviation, Inc. It is the discretion of City Council to amend Airport rates and charges based on the findings of this study.

Financial Implications: The Airport Division appropriated $59,000 in FY 21/22 account 501-05110-42020 to complete an Airport Rates & Charges Study. There is no new appropriation request associated with approval of this contract amendment to City Contract C-5-18 ending January 23, 2023. Jviation, Inc. has quoted the Airport Rates & Charges Study at $58,813.00. There exists sufficient appropriated budget to cover the costs of this study.

Environmental Considerations: Execution of an Airport Rates & Charges Study is not a "project" subject to environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15378(b)(2) because it is a continuing administrative or maintenance activity.

Policy Implications: The City Council may use subject matter expert appraisals and fee analyses to ensure the Airport Division recovers appropriate revenues to support operations in the future.

AMENDMENT NO. TWO (2) TO CONTRACT
DATED JANUARY 23, 2018
BETWEEN
JVIATION, INC.
AND
CITY OF SOUTH LAKE TAHOE,
CALIFORNIA

The City and the Consultant agree to amend their contract to complete an Airport Rates & Charges Study as fully describe in Exhibit "A" Scope of Work at the Lake Tahoe Airport, located in El Dorado County, California.

The Airport Rates & Charges planning study is included as Services 2.10 in the Scope of Work of the original contract (C-5-18). An Airport Rates & Charges Study was initially contemplated within the scope of work as follows:

> Scope of Services 2.10 *"Prepare benefit-cost analysis to assist in airport business development, lease negotiations, and a review of airport rates and charges against industry norms for similarly sized airports. Review and update airport lease documents. Analyze the economic impact of the Lake Tahoe Airport."*

The City agrees to pay the Consultant for the services listed under Section 3 of the original contract in the following manner. The Consultant agrees to provide a final deliverable report and submit all invoices for services rendered no later than September 30, 2022.

PART A - BASIC SERVICES

PLANNING

Planning Task 1. Project Management ..... Lump sum of $3,525.00
Planning Task 2. Data Collection and Analysis ..... Lump sum of $30,400.00
Planning Task 3. Outreach ..... Lump sum of $11,440.00

REIMBURSABLE EXPENSES

Reimbursable Expenses Airport Rates & Charges Study..... Lump sum of $12,320.00

SUBCONSULTANT

Subconsultant ..... Lump sum of $12,320.00

TOTAL BASIC SERVICES ..... Lump sum of $58,813.00

All other terms and conditions of the original contract shall remain in effect.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures this 18th day of January 2022.

CITY

By_____
Joseph Irvin, City Manager

CONSULTANT: Jviation, a Woolpert Company

By _____
Kirk Nieslen, Office Manager

APPROVED AS TO FORM:

By_____
Heather Stroud, City Attorney

ATTEST:

By_____
Susan Blankenship, City Clerk

Attachments:

Exhibit A – Scope of Work: Airport Rates & Charges Study

Exhibit A
Scope of Work

SCOPE OF WORK
FOR
SOUTH LAKE TAHOE AIRPORT
South Lake Tahoe, California
Project No. XXX
Rates and Charges Study

INTRODUCTION

The South Lake Tahoe Airport (the Client) has retained Jviation to conduct a rates and charges study to evaluate its current rates and charges assessed uses at the Airport. The South Lake Tahoe Airport (TVL) serves Lake Tahoe Basin and is home to world renowned resorts across the Basin. TVL is owned and operated by the City of South Lake Tahoe (the City) with over 25,000 annual operations (2018) serving aircraft from Cessna 172s to Gulfstream V aircraft. The Airport is an economic engine providing approximately $5.4 million of economic benefit to the South Lake Tahoe region.

The Airport must ensure that its rates and charges are appropriately set based on fair market values. The Airport facilities provide leased spaces for airport business operators, aircraft owners, and City offices among others, in its former commercial service terminal building. The Airport has requested that Jviation produce a Rates and Charges Study that will include an analysis of comparable airports rates and charges, local leasing rates to evaluate the current structure to determine if any adjustments are warranted. As part of the Federal Aviation Administration Grant Assurances, agreed to by the City, airports must ensure that appropriate rates and charges are assessed for use of airport facilities.



Exhibit A

TASK 1.0 PROJECT MANAGEMENT

1.1 Contract Preparation and Execution

Upon approval of the final scope and fee, Jviation will prepare the appropriate contract paperwork and coordinate approval with the City. TVL will issue the official *Notice-to-Proceed* (NTP) and Jviation will initiate further consultant services upon receipt of the NTP. It is anticipated that the Study will be completed withing five (5) months from receipt of an NTP.

1.2 Preliminary Planning

This task consists of the finalization of the Scope of Work, project schedule, and consultant fee for review by the Client. Jviation will hold one (1) meeting with the Client to identify the goals, key issues, current trends and review the draft Scope of Work. Following this meeting, Jviation will update the Draft Scope of Work based on comments received.

1.3 Project Management and Coordination

Jviation will assist the Client with various project management and contract administrative issues that arise during the progress of the project, from initiation through project close-out. This effort includes miscellaneous consultation with the Client to discuss the status of the project; miscellaneous coordination with any Jviation sub-consultant(s); maintaining the project schedule; filing and processing of invoices; and other miscellaneous work items and coordination not captured in specific tasks noted above.

Important to any successful project is the coordination among project team members and the development of well thought out plans. Jviation will serve as the project coordinator with the Client in collecting data, scheduling, collaborating, and providing project briefings as well as coordinating other project needs. Jviation will provide regular project briefings to the Client to present information, project progress, results, and solicit feedback specific to the defined scope of work.

TASK 2.0 DATA COLLECTION AND ANALYSIS

2.1 Airport Data

An airport survey will be created in paper and/or online format and will include a variety of questions developed by Jviation with input from the Client. The survey will include, but will not be limited to, questions regarding lease type, lease term, lease rate, escalation clauses, hangar ownership terms and rates, fuel flowage fees, tie-down fees, special facility fees, facility reversion terms, and other various terms and conditions. In addition, Jviation will review all relevant current and historical documents provided by the Client.

The survey will be distributed to not more than fifteen (15) various airports similar in size and nature to that of TVL. The Client will provide the final approval of comparison airports. Jviation will contact each comparison airport by telephone or email as needed to verify and validate that the information collected is complete and accurate. Airports proposed to be surveyed include:

1. Big Bear, CA
2. Bishop, CA
3. Mammoth, CA
4. Truckee Tahoe, CA
5. Aspen, CO
6. Eagle, CO
7. Hayden, CO
8. Telluride, CO
9. Driggs, ID
10. Hailey, ID
11. Heber City, UT
12. Provo, UT
13. Jackson Hole, WY

2.2 Commercial Office Space Data

Jviation will coordinate with the Client to identify three (3) local real estate firms and/or property management firms active in the South Lake Tahoe area. Jviation will contact the firms to collect information regarding current office space availability, leasing rates, lease types, escalation clauses and other various terms and conditions.

2.3 Data Analysis

Jviation will review the current rates and charges unitized by the Client. The data collected will be analyzed and a summary prepared. The summary will note any trends or discrepancies. The data will then be compared to TVL data and differences will be noted. Recommendations regarding potential adjustments to the existing rates and charges will be provided.

2.4 Data Reporting

The data collected as part of the study will be reported in a final document to the Client. The final document will include an overview of the study, what airports were surveyed, survey methodology used, major data analysis findings, and recommended actions

TASK 3.0 OUTREACH

3.1 Tenant/User Open House

Jviation will coordinate with the Client to identify all TVL tenants and users. An in-person Open House will be held for the Tenants and Users to understand the study methodology, the data collected, and any recommended adjustments. The Open House presentation and open discussion will be developed and facilitated by Jviation. Comments will be collected and presented to the Client.

3.2 City Council

Jviation will present the study and its findings at a meeting of the South Lake Tahoe City Council. The presentation will review the study methodology, data analysis, user and tenant feedback and recommendations.

PROJECT FEE

Task	Task Description	Fee
1.0	Project Management	$3,525.00
2.0	Data Collection and Analysis	$30,400.00
3.0	Outreach	$11,440.00
EXP	Reimbursable Expenses	$ 1,128.00
SUB	Subconsultant	$ 12,320.00
	TOTAL	**$ 58,813.00**

U.S. Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Office of Airports
Safety & Standards Branch

777 S. Aviation Boulevard
Suite 150
El Segundo, CA 90245

April 16, 2019

Mr. Mark Gibbs
Airport Manager
Lake Tahoe Airport
1925 Embarcadero Road
Lake Tahoe, CA 95453

Dear Mr. Gibbs:

Lake Tahoe Airport (TVL)
Airport Land Use Inspection Report

This letter is in regards to the Federal Aviation Administration (FAA) inspection of Lake Tahoe Airport (TVL) on April 17-19, 2018. It provides the results and conclusions of the on-site inspection and review of TVL's hangar and commercial lease agreements for aeronautical and non-aeronautical use. First, we wish to thank you and your staff for the assistance and cooperation provided during the inspection. We appreciate your time, attention, and input during our visit to TVL.

Background

General aviation airport inspections are part of a national program that is undertaken pursuant Senate Report No. 106-55, dated May 1999. Congress directed that the FAA conduct land-use inspections at airports that have received federal assistance in order to detect and correct inappropriate or unapproved land uses. In addition, the FAA must report the results of the inspections to Congress; along with the FAA's plans to correct, any identified inappropriate land uses.

The FAA was interested in conducting a land use inspection at TVL for two reasons. The City voluntarily surrendered its Airport Operating Certificate (AOC) to the FAA to operate as a 14 Code of Federal Regulations (CFR) Part 139 airport on March 17, 2015, and three (3) years have passed since TVL has become a general aviation airport. In addition, a potential hangar tenant reported to the Western-Pacific Region Office in October 2017 that an aircraft hangar was not available for rent because other hangars were used for non-aeronautical storage and not for aircraft. The inspection would also determine the status of the complaint and determine how prevalent aircraft hangars are used for non-aeronautical storage purposes and not for the storage of aircraft.

Document Review

As part of the land use inspection, we reviewed the following documentation:
- Airport Improvement Project (AIP) grant history:
- Lake Tahoe Airport Layout Plan

- Independent audits of financial statements for Fiscal Years (FYs) 2015, 2016, 2017;
- Comprehensive Annual Financial Reports and Budget Reports FYs 2015, 2016, 2017
- Independent audits for Fiscal Years 2015, 2016, 2017;
- Fixed Base Operator (FBO) Lease, Facilities Management, and Concession Agreement
- FBO Fuel License Agreement
- All 48 Hangar Lease Agreements
- City of Lake Tahoe - *Airport Rules and Regulations*
  - *Policies and Procedures*
  - *Minimum Standards*
- Lake Tahoe Airport Wildlife Hazard Management Plan, April 2017

Applicable Sponsor Grant Assurances and FAA Hangar Use Policy

Grant Assurance 19, *Operations and Maintenance,* stipulates, in part, that: "The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes."

The final *Policy on the Non-Aeronautical Use of Airport Hangars*, 81 Federal Register (FR) 38906, June 15, 2016, (FAA Hangar Use Policy) clarifies the FAA's policy regarding storage of non-aeronautical items in airport facilities designated for aeronautical use. The final policy reconfirms the requirement that hangars must be used for the storage of aircraft, along with a description of what are permissible and not permissible non-aeronautical uses of hangars. i.e., Hangars located on airport property must be used for an aeronautical purpose, or be available for use for an aeronautical purpose, unless otherwise approved by the FAA Office of Airports.

According to Grant Assurance 20, *Hazard Removal and Mitigation,* the sponsor "...will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards."

According to Grant Assurance 24, *Fee and Rental Structure,* the airport should be made as self-sustaining as possible. In accordance with this principle, which is more fully explained in the *Policy and Procedures Concerning the Use of Airport Revenue* - 64FR7696, February16,1999 (FAA Revenue Use Policy), whenever a non-aeronautical use exists, the airport sponsor is obligated to charge fair market commercial rates (FMV) for the use of airport land and facilities.

Grant Assurance 29, *Airport Layout Plan*, requires the sponsor to keep up to date at all times an airport layout plan of the airport showing the boundaries of the airport and all proposed additions thereto, together with the 1) boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in

conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

Observations

We performed a limited-scope airfield visual inspection. We did not note any serious discrepancy with the condition of the runways and taxiways. The airfield was in satisfactory condition and properly maintained. However, the pavement in the Tie-Down Apron or main airport ramp was in very bad condition. Alligator cracking throughout the Apron and its associated taxilanes are indicative of full depth pavement failure. However, the City has been aware of these issues and an apron reconstruction project has been initiated with the San Francisco Airport District Office (SFO-ADO). We observed similar pavement failure of the hangar taxilanes located south of the airport. This issue should also be coordinated with the SFO-ADO for future airport improvement projects since the project cost would be eligible for federal grant funding.

East of the runway, we observed a large breach at a portion of the existing perimeter fence (Exhibit 1). This breach may negatively affect airport safety and security if not repaired in a timely manner. According to the airport manager, a bear damaged the fence, but the bear was not observed in the Airport at the time of the inspection. However, geese were observed as a wildlife presence during the airport inspection (Exhibit 2). The Lake Tahoe Airport Wildlife Hazard Management Plan (Plan) was issued in April 2017. The City has hired an airport wildlife biologist who provides annual environmental site reviews for specific projects. The airport manager has been proactive in implementing the Plan's recommendations and plans to take additional steps as recommended alleviating potential wildlife hazards.



Exhibit 1. Damaged Perimeter Fence



Exhibit 2. Potential Wildlife Bird Hazard

During our inspection, we randomly selected three aircraft hangars for inspection. On observation, we found that two (2) of the hangars were being used exclusively for non-aeronautical storage of boats and automobiles (Exhibit 4). On review of the hangar lease, we found that the airport sponsor did not approve one of the two hangar leases. However, the other non-aeronautical hangar storage was allowed by the City in a month-to-month rental agreement.

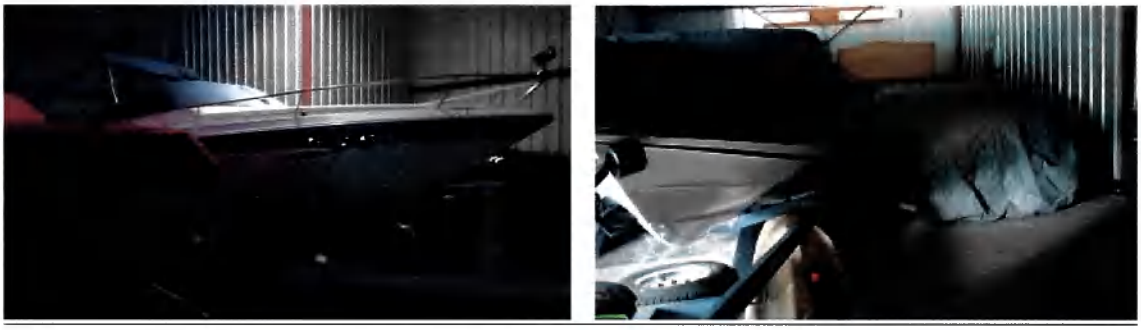


Exhibit 4. Hangars with Non-Aeronautical Storage



Exhibit 5. Non-Aeronautical Storage - Project Scraps/Remnants / Conex Boxes

As depicted in Exhibit 5, we observed areas of the airport used for non-aeronautical purposes. The Conex storage area is approved non-aeronautical use by the City, but the area of land used for the scraps and leftover project materials was not approved.

Inspection Findings and Existing Conditions

1. We observed a severe breach of the perimeter fence east of the runway (Exhibit 1) and severe major pavement failure of the hangar taxilanes. These issues should be resolved to comply with Grant Assurance 19, *Operation and Maintenance*, and Grant Assurance 20, *Hazard Removal and Mitigation.*

2. We identified a non-approved non-aeronautical use of an aircraft hangar. The hangar was primarily used for storage of non-aeronautical items including a car and a boat. As observed, the remaining space in the hangar would not be adequate for an aircraft. Additionally, because the hangar was used for non-aeronautical purposes, the tenant should have been charged a FMV rate. These issues may violate Grant Assurance 19, *Operation and Maintenance*, Grant Assurance 24, *Fee and Rental Structure*, and FAA's Hangar Use Policy.

3. We observed certain areas of airport property are used for non-aeronautical purposes including storage of legacy construction debris and materials, and three (3) Conex containers were placed adjacent to the airport ramp for non-aeronautical storage (Exhibit 5). Any use of airport land should be charged at FMV. These issues may not be in accordance with Grant Assurance 19, *Operation and Maintenance* and Grant Assurance 24, *Fee and Rental Structure*.

4. Over half of the airport terminal was used by the City for administrative purposes. This included the business function of the South Lake Tahoe City Hall. Records on file at the SFO-ADO indicate that the SFO-ADO has reviewed the Terminal lease in the past. However, this non-aeronautical use was not identified in the current Airport Layout Plan, and therefore, may not comply with Grant Assurance 29, *Airport Layout Plan.*

Recommendations

The Grant Assurances are a metric to guide airport sponsor decisions. For example, Grant Assurance 22, *Economic Nondiscrimination*, requires that the airport be available for aeronautical activities on reasonable terms and without unjust discrimination. The obligation does not include non-aeronautical uses. Therefore, non-aeronautical uses should not displace aeronautical uses.
Separate fees for non-aeronautical activities should also be included in an airport's rate setting policy. Grant Assurance 24, *Fee and Rental Structure*, dictates that the airport must be made as self-sustaining as possible. In accordance with this principle, which is more fully explained in the FAA's Revenue Use Policy. Whenever a non-aeronautical use exists, the airport sponsor is obligated to charge fair market commercial rates (FMV) for the use of airport land and facilities.

The City should develop a corrective action plan and implement measures to address the inspection findings:

1. Repair the breach observed at the perimeter fence east of the airport. Also, coordinate with the SFO-ADO staff members to include reconstruction of the failed pavement of the taxilanes between the hangars for future grant funding.

2. Non-aeronautical use may be allowed in accordance with the FAA Hangar Use Policy.
   a) Follow up to resolve the safety and hangar use issues as described above. Ensure hangars are used for aircraft storage. Non-aeronautical use of land by a tenant should be charged FMV.
   b) Incorporate provisions in leases that stipulate the City will adjust the rental rates to FMV for non-aeronautical uses of hangars. Therefore, if a tenant uses a hangar for non-aeronautical purposes in violation of the FAA Hangar Use Policy, the rental payments due to the sponsor would automatically increase to FMV level.
   c) As recommended in the FAA Hangar Use Policy, the City should establish a hangar use program to routinely monitor and prevent unapproved non-aeronautical uses of hangars. The City should also examine such factors as emergency access, fire codes, security, insurance, and impact of vehicular traffic on the airport when setting minimum standards for hangars.
   d) In the event there is no aeronautical demand for vacant hangars, the City may request FAA approval for a leasing plan to lease these vacant hangars for non-aeronautical use on a month-to-month basis. Non–aeronautical leases must require the non-aeronautical tenant to vacate the hangar on 30 days' notice to allow aeronautical use when a request is received.

3. Regarding non-aeronautical usage of airport land, we did not see any documents that airport land and/or facilities been assessed on a reasonable basis, such as, by a fair market appraisal. A FMV appraisal of airport land and facilities should be conducted so that an independent valuation of the land or facility would provide the sponsor the information to establish the rates and charges for aeronautical and non-aeronautical purposes to make the airport as self-sustaining as possible.

4. In coordination with the SFO-ADO, plan to update the Airport Layout Plan to depict and label accordingly identifying the City Administrative Center or City Hall is also located at the airport terminal. Consult with the FAA airport planner for guidance.

Per our review of the FBO and hangar lease agreements, we found that most of the recommended FAA lease provisions are referenced in these leases. However, the hangar leases reference conditions in the Airport's Rules and Regulations which latest revision was in 2009 and hangar lease provision may need updating. We are providing a copy of FAA's Revenue Use *and* Hangar Use Policy, for your reference to update the hangar leases.

Lastly, we found that the complainant that could not rent a hangar for aircraft storage was provided a hangar because the airport manager had looked into the amount of aircraft hangars approved for non-aeronautical storage and terminated one of them to make the hangar available for the potential tenant. Therefore, we consider this complaint closed and resolved as the date of the inspection. The airport manager has developed a policy where any aircraft hangars used for non-aeronautical storage must be made available if there is a demand for that hangar for aircraft storage.

Conclusion

We found that TVL's land uses are generally in compliance with the grant assurances and Mr. Gibbs has taken positive steps to improve the airport and its financial performance since he became airport manager in November 2016. However, we found a few shortcomings that require the City's attention. The City should take appropriate action to address the findings and recommendations identified above..

Please provide our office and the SFO-ADO a corrective action plan within 30 days describing the City's plans to address the findings contained in this inspection report.

If you have any questions or wish to discuss the inspection, please call Victor Globa at (424) 405-7272, Airports Compliance Specialist, or email victor.globa@faa.gov.

Sincerely,

Brian Armstrong

Enclosures:

FAA Revenue Use Policy
FAA Hangar Use Policy
Airport Sponsor & Airport User Rights and Responsibilities

cc: SFO-ADO
ACO-100

CITY OF SOUTH LAKE TAHOE

MASTER PROFESSIONAL SERVICES BASE AGREEMENT
Lake Tahoe Airport Planning Services 2018-2023

This Agreement is made and entered into as of **23rd** of **January 2018** by and between the **City of South Lake Tahoe**, a municipal corporation ("City") and **Jviation, Inc.** ("Consultant").

RECITALS

A. Consultant is specially trained, experienced and competent to perform the special services which will be required by this Agreement.

B. Consultant possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein.

C. City desires to retain Consultant to render professional services as set forth in this Agreement.

AGREEMENT

1. Scope of Services. Consultant shall perform the services set forth in this agreement and shall only provide said services based upon direction of the South Lake Tahoe Airport Director.

   The Consultant agrees that it has satisfied itself by its own investigation and research regarding the conditions affecting the work to be done and labor and materials needed, and that its decision to execute this Contract is based on such independent investigation and research.

   Services provided by Consultant pursuant to this Agreement will be provided in accordance with the terms set forth in the **Exhibit A, "Scope of Services,"** attached hereto and incorporated herein by reference. **Exhibit B, "Compensation Schedule,"** attached hereto and incorporated herein by reference, outlines the fees and compensation which shall be paid pursuant to this Agreement.

2. Term/Time of Performance. The services by Consultant are to commence upon the execution of the Agreement and continue for **five (5) years**.

3. Compensation. As consideration for the services rendered under this Agreement, the City shall pay Consultant for actual work performed pursuant to the rates set forth in **Exhibit B** which is attached hereto and incorporated herein by reference. The parties shall execute an addendum to this agreement which addendum shall include a not-to-exceed cost for specific services each time the Airport Director directs specific services to be performed under this agreement.

   Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to City at the time of payment. Payment is contingent upon compliance with all terms and conditions of this Agreement, as set forth herein. Consultant shall obtain prior written authorization from the City Project Manager for any costs in excess of budgeted amounts for each line item, task, or obligation under the Scope of Services.

4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's bills shall include a brief description of the services performed, the date the services were performed, the number of hours spent and by whom, the applicable hourly rate, and a description of any reimbursable expenditures. City shall pay Consultant no later than 30 days after approval of the monthly invoice by City staff.

5. Extra Work. At any time during the term of this Agreement, City may request that Consultant perform extra work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, extra work without prior written authorization from City.

6. Termination. This Agreement may be terminated by City or Consultant immediately for cause or without cause upon thirty days (30) days written notice of termination. Upon termination, Consultant shall be entitled to compensation for services performed up to the effective date of termination, and City shall be entitled to all work performed to that date.

   Termination, revocation, or expiration of this Agreement shall not release either party from liability resulting from an event which occurred prior to such termination, revocation or expiration.

7. FEDERAL PROVISIONS

The City will be using money received from the Federal Aviation Administration (FAAA), to pay all or a part of the compensation to Consultant for the Services. The FAA requires certain clauses to be included in contracts where FAA money will be spent. These terms and conditions are included in Exhibit "D" hereto and incorporated herein by reference. If there is a conflict between any provision in Exhibit "D" and the body of this Agreement, Exhibit "D" shall control.

8. Ownership Of Documents.
All plans, studies, documents and other writings, including working notes and internal documents, prepared by and for Consultant, its officers, employees and agents and subcontractors in the course of implementing this Agreement, shall become the property of City upon payment to Consultant for such work, and City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon written request. All documents prepared by Consultant are confidential and shall be maintained to preserve their confidential nature. Release of any such documents to third parties shall only be made upon written consent of City.

9. Consultant's Books and Records.

a. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant for services provided pursuant to this Agreement.

b. Consultant shall maintain all documents and records which demonstrate performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.

c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City Manager, City Attorney, City Auditor or a designated representative of these officers. Copies of such documents shall be provided to City for inspection at City offices when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the

records shall be available at Consultant's address indicated for receipt of notices in this Agreement.

d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request by any of the above-named officers, require that custody of the records be given to City and that the records and documents be maintained at City offices. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

10. Independent Contractor. It is understood that Consultant, in the performance of the work and services agreed to be performed, shall act as and be an independent contractor and shall not act as an agent or employee of City. Consultant shall obtain no rights to retirement benefits or other benefits which accrue to City's employees, and Consultant hereby expressly waives any claim it may have to any such rights. All employees, agents, contractors or subcontractors hired or retained by Consultant are employees, agents, contractors or subcontractors of Consultant and not of the City.

City is not required to make any deductions or withholdings form the compensation payable to Consultant under the provisions of this Contract, and is not required to issue W-2 Forms for income and employment tax purposes for any of Consultant's assigned personnel. Any third party persons employed by Consultant shall be entirely and exclusively under the direction, supervision, and control of Consultant. Consultant hereby indemnifies and holds City harmless from any and all claims that may be made against City based upon any contention by any third party that an employer-employee relationship exists by reason of this Contract.

11. Interest of Consultant. Consultant, (and principals, associates and professional employees of consultant) covenants and represents that it does not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's services hereunder. Consultant further covenants and represents that in the performance of its duties hereunder no person having any such interest shall perform any services under this Agreement.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

a. Will conduct research and arrive at conclusions with respect to his/her rendition of information, advice, recommendation or counsel independent of the control and direction of City or of any City official, other than normal agreement monitoring; and,

b. Possesses no authority with respect to any city decision beyond rendition of information, advice, recommendation or counsel. [FPPC Reg. 18700(a)(2)].

12. Professional Ability of Consultant. City has relied upon the professional training and ability of Consultant to perform the services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled professional and technical personnel to perform all services under this Agreement. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise..

13. Compliance with Laws. Consultant shall comply with all applicable federal, state, regional and local laws, codes, ordinances and regulations in carrying out his/her duties under this Agreement. Consultant shall observe and comply with all applicable laws, ordinances, regulations and codes of federal, state and local governments, and shall commit no trespass on any public or private property in performing any of the work authorized by this Agreement. The City, its officials, officers, elected officials, appointed officials and employees shall not be liable at law or in equity as a result of any failure of Consultant to comply with this section.

In the event it is determined that the Consultant is required to pay prevailing wages for the work performed under this Agreement, the Consultant shall pay all penalties and wages as required by law.

14. Licenses. Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required of Consultant to practice its profession. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to practice its profession. Consultant shall maintain a City of South Lake Tahoe business license at all times services are performed under this Agreement. Consultant acknowledges that payments made

pursuant to this Agreement may be withheld until this provision has been satisfied.

15. Indemnity. Consultant hereby agrees to and shall indemnify and hold harmless City, its elected and appointed boards, officers, agents, employees and volunteers from and against any liability for any and all claims, demands, actions, losses, damages and injuries, direct or indirect (including any and all costs and expenses in connection therein), arising out of this Agreement or caused in any way by Consultant's negligent performance of this Agreement or its breach of its obligations contained in this Agreement, except for any such claims arising out of the negligence or willful misconduct of the City. Consultant agrees to defend City from and against any and all losses, damages, claims costs and fees arising out Consultant's negligent acts, errors, omissions, regarding this Agreement, the Consultant's work under this Agreement, or the consultant's Scope of Work.

City does not, and shall not, waive any rights against Consultant which it may have by reason of the aforesaid hold harmless agreement, because of the acceptance by City, or the deposit with City by Consultant, of any of the insurance policies hereinafter set forth.

This hold harmless agreement by Consultant shall apply to all damages and claims for damages, or alleged to have been suffered, by reason of any of the aforesaid operation of Consultant or any subcontractor, regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

Consultant further waives any and all rights to any type of express or implied indemnity or right of contribution from the City for any liability, claims, demands, costs, charges and expenses and causes of action of whatsoever arising out of or in any way connected with this Agreement, and consultant's work under this Agreement.

16. Insurance Requirements.

a. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of the contract, the following insurance policies.

i. Workers' Compensation Coverage. Consultant shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for his/her employees in accordance with the laws of the State of California. In addition, Consultant shall require each subcontractor to similarly maintain Workers'

Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation of all Workers' Compensation policies must be received by City at least thirty (30) days prior to such change. Consultant shall provide thirty (30) days written notice of nonrenewal of any Workers' Compensation policies. The insurer shall agree to waive all rights of subrogation against City, its officers, agents, employees and volunteers for losses arising from work performed by Consultant for City.

ii. Commercial General Liability Coverage. Consultant shall maintain commercial general liability insurance no less broad than ISO form CG 00 01 in an amount not less than two million dollars ($2,000,000) per occurrence for bodily injury, personal injury and property damage. Coverage must be made on the standard Occurrence form. Claims-Made forms are not acceptable without prior written consent of City. City of South Lake Tahoe must be endorsed as an additional insured for liability arising out of ongoing operation by or on behalf of Consultant. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

iii. Automobile Liability Coverage. Consultant shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars ($1,000,000) combined single limit for each occurrence.

iv. Professional Liability Coverage. Consultant shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors or omissions which may arise from Consultant or by its employees, or subcontractors. The amount of this insurance shall not be less than one million dollars ($1,000,000) on a claims-made annual aggregate basis, or a combined single-limit per occurrence basis.

b. Endorsements. Each general liability and automobile liability insurance policy shall be with insurers possessing a AM Best's rating of no less than A:VII and shall be endorsed with the following specific language:

i. City, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insured's under Consultant's General Liability and Automobile Liability policies with respect to liability arising out of this Agreement and/or work performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work or operations.

ii. This policy shall be considered primary insurance as respects City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by City, including any self-insured retention City may have, shall be considered excess insurance only and shall not contribute with it.

iii. This insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring Consultant.

iv. The insurer waives all rights of subrogation against City except for Consultant's Professional Liability and Employers' Liability policies, its elected or appointed officers, officials, employees or agents.

v. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to City, its elected or appointed officers, officials, employees, agents or volunteers.

vi. No policies of insurance carried by Consultant shall be suspended, voided, canceled, or changed in coverage or in limits except after thirty (30) days written notice to the City Attorney by Certified Mail.

c. Deductibles and Self-Insured Retentions. The Consultant shall be responsible for all deductibles in all of Consultant's insurance policies. The amount of deductibles for insurance coverage

required herein shall be reasonable and approved by the City Attorney.

d. Certificates of Insurance. Consultant shall provide certificates of insurance with original endorsements to City as evidence of the insurance coverage required herein. Consultant shall not commence work under this contract until all insurance required under this section has been approved by City as to form, amount and carrier, nor shall Consultant allow any subcontractor to commence work on any subcontract until all similar insurance required and reasonably consistent limits of the subcontractor has been so obtained and approved. Certificates of insurance shall contain no exclusions unless negotiated with the City Attorney and approved, in writing, by the City Attorney.

17. Notices. Any notice required to be given under this Agreement shall be in writing and either served personally or sent prepaid, first class mail. Any such notice shall be addressed to the other party at the address set forth below. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to City: City of South Lake Tahoe
1901 Airport Rd.
South Lake Tahoe, CA 96150

Provide a copy to: City Attorney's Office
City of South Lake Tahoe
1901 Airport Road, Suite 300
South Lake Tahoe, CA 96150

If to Consultant: **Tony Davis, Project Manager**
Jviation, Inc.
35 South 400 West, Suite 200
St. George, UT 84770
Tony.davis@jviation.com
Tel: (435) 673-8484

18. Assignment and Subcontracting. The parties recognize that a substantial inducement to City for entering into this Agreement is the professional reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of City. Consultant shall not subcontract any portion of the work to be performed under this Agreement

without the written authorization of City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in the Agreement shall create any contractual relationship between City and subcontractor nor shall it create any obligation on the part of City to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise required by law.

19. Waiver. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.

20. Dispute Resolution. Any dispute concerning this Agreement will be first submitted to the City Manager or his designee for resolution. If no resolution is reached, such dispute shall be submitted to the City Council. The decision of the City Council shall be final and shall be appealable only to the El Dorado Superior Court pursuant to California Code of Civil Procedure §1094.5, and as provided by law.

21. Controlling Law Venue. This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in the Superior Courts in the County of El Dorado, South Lake Tahoe Division.

22. Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any Consultant or person, other than the independent contractors hired in accordance with Consultant's standard business practice, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any Consultant or person, other than a bona fide employee working solely for Consultant or an independent contractor hired as discussed above, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

23. Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, disability, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff

or termination. Consultant shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan, or other related programs or guidelines currently in effect or hereinafter enacted.

24. Drug-Free Workplace Certification. By signing this Agreement, Consultant hereby certifies under penalty of perjury under the laws of the State of California that the Consultant will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code Section 8350, et seq.) and will provide a drug-free work place by taking the following actions:

a. Publish a statement notifying employees that unlawful manufacture, distribution dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355 (a).

b. Establish a Drug-Free Awareness Program as required by Government Code Section 8355(b) to inform employees about all of the following:

i. The dangers of drug abuse in the workplace;
ii. The person's or organization's policy of maintaining a drug-free workplace;
iii. Any available counseling, rehabilitation and employee assistance program; and
iv. Penalties that may be imposed upon employees for drug abuse violations.

c. Provide, as required by Government Code Section 8355(c), that every employee who performs grant activities under this Agreement:

i. Will receive a copy of the Consultant's drug-free policy statement; and
ii. Will agree to abide by the terms of the Consultant's statement as a condition of employment on this Agreement.

Failure to comply with these requirements may result in suspension of payments under this Agreement or termination of the Agreement, or both, and Consultant may be ineligible for award of any future City agreements if City determines that any of the following has occurred: the Consultant (1) has made false certification, or (2) violates the certification by failing to carry out the requirements as noted above.

25. Anti-Lobbying Certification. Consultant shall submit to City the Anti-Lobbying Certification contained in **Exhibit C**. Further, Consultant shall require that the language of the certification in **Exhibit C** be included in all contracts or

subcontracts entered into in connection with this Agreement and that all Consultants and contractors shall certify and disclose accordingly.

26. Americans with Disabilities Act. By signing this Agreement, Consultant assures the City that it complies with the American with Disabilities Act (ADA) of 1990, (42 U.S.C. 12101, et.seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to ADA.

27. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.

28. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.

29. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between City and Consultant. All prior written and oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.

30. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

31. Time is of the Essence. Time is of the essence for this Agreement.

32. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF SOUTH LAKE TAHOE:

By _____

Wendy David, Mayor

CONSULTANT: Jviation, Inc.

By SIGNED IN COUNTERPART

J.D. Ingram, Principal

disability, as well as all applicable regulations and guidelines issued pursuant to ADA.

27. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.

28. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.

29. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between City and Consultant. All prior written and oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.

30. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

31. Time is of the Essence. Time is of the essence for this Agreement.

32. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF SOUTH LAKE TAHOE:

By_____
Wendy David, Mayor

CONSULTANT: Jviation, Inc.

By John D Ingram (Jan 23, 2018)
J.D. Ingram, Principal

Business License #**C3841623**

APPROVED AS TO FORM:

SIGNED IN COUNTERPART

By_____
Nira Doherty, Interim City Attorney

Business License #**C3841623**

APPROVED AS TO FORM:

By_____
Nira Doherty, Interim City Attorney

ATTEST:

By_____
Susan Alessi, City Clerk

Attachments:

Exhibit A – Scope of Services
Exhibit B – Compensation Rate Schedule
Exhibit C - Anti-Lobbying Certification
Exhibit D- Federal Provisions

EXHIBIT A

SCOPE OF SERVICES

SCOPE OF SERVICES
BETWEEN
JVIATION, INC.
AND
THE CITY OF SOUTH LAKE TAHOE
SOUTH LAKE TAHOE, CALIFORNIA

EXHIBIT A
SCOPE OF SERVICES
AIRPORT PLANNING SERVICES

SECTION 1. THE PROJECT

1.1 This Contract is for planning services at the Lake Tahoe Airport, 1901 Airport Road, South Lake Tahoe, California, 96150, which may include the following items (collectively, the "Project").

a) Airport Airspace Obstruction Easement Acquisitions to support airport obstruction removal
b) Airport Layout Plan Update and/or Revision Submittal
c) Instrument Procedure Development Runway 18/36
d) Airport Revenue Development Services
e) Airport Planning to support non-aeronautical land use development
f) Airport Airspace Obstruction Analysis

SECTION 2. THE SERVICES

The planning services to be provided in connection with the Project may include:

1. Conferring with the Sponsor on project requirements, programming, finances, schedules, early phases of the project, and other pertinent matters, and meeting with the Federal Aviation Administration (FAA) and other concerned agencies and parties on matters affecting the planning project.

2. Assisting the Sponsor in the preparation of necessary pre-applications, applications, and required documents for federal, state or other local planning grants.

3. Planning, procuring, and/or preparing necessary surveys, field investigations, and electronic data necessary to complete the project scope.

4. Developing design schematics, sketches, environmental and aesthetic considerations, project recommendations, preliminary layouts, and cost estimates.

6. Coordinating with aviation consultant Jviation, Inc. who currently holds the airport's environmental and engineering professional services contract on matters affecting project scope.

7. Conducting and attending meetings and planning conferences

with the Sponsor to obtain information and to coordinate or resolve planning matters.

8. Revise ALP to reflect as-constructed conditions, changes to future development plans and/or property acquisitions/easement acquisitions.

9. Assist owner with planning grant project closeout documents.

10. Prepare benefit-cost analysis to assist in airport business development, lease negotiations, and a review of airport rates & charges against industry norms for similarly sized airports. Review and update airport lease documents. Analyze the economic impact of the Lake Tahoe Airport.

11. Participate in planning charrettes with stakeholders including the Airport Land Use Commission to build consensus on the Lake Tahoe Airport developable lands for the purposes of releasing these areas for certain non-aeronautical development and then marketing these areas to the private sector.

12. Develop forecasting of aviation demands over a 20-year period. Include aircraft operations, aircraft mix, based aircraft, passengers, air cargo and ground access.

13. Perform an analysis of airfield, terminal area and surface access to determine airport capacity values and identify potential causes of delay or other reductions in service levels.

14. Leverage AGIS Compliant Airport Obstruction Survey Data completed in 2017 to enable the development of future performance based navigational procedures for Runway 18/36.

15. Evaluate general land use of neighboring areas to identify potential incompatible uses that may arise as development occurs on and around the airport in accordance with the Lake Tahoe Airport Land Use Compatibility Plan (ALUCP).

16. Identify possible economic development on the airport to further financial self-sufficiency.

17. Develop a financial plan identifying possible funding sources to meet capital improvement program and operation and maintenance needs. Evaluate airport rates and charges. Provide recommendations of new revenues to meet expenditures for the five, ten, and twenty

year forecasts.

18. Review airport practices, policies and ordinances. Make recommendations to improve airport operations, maintenance and services.

19. Provide appropriate reports, coordination and public involvement

20. Coordinate with City Attorney for airport legal services when dealing with property easements, property acquisitions and any suits brought against the airport.

EXHIBIT B

COMPENSATION RATE SCHEDULE

Jviation, Inc.
Billing Rate Schedule for 2017

Lump Sum	
Principal	$235/hour
Senior Consultant	$225/hour
Project Manager III	$225/hour
Project Manager II	$180/hour
Project Manager I	$160/hour
Quality Control Manager	$185/hour
Electrical Engineer II	$210/hour
Electrical Engineer I	$165/hour
Engineer	$145/hour
Associate Engineer II	$135/hour
Associate Engineer I	$105/hour
Planning Manager	$225/hour
Planner IV	$220/hour
Planner III	$185/hour
Planner II	$135/hour
Planner I	$125/hour
Designer III	$160/hour
Designer II	$140/hour
Designer I	$120/hour
Construction Manager IV	$180/hour
Construction Manager III	$155/hour
Construction Manager II	$135/hour
Construction Manager I	$ 95/hour
CADD Tech III	$110/hour
CADD Tech II	$90/hour
CADD Tech I	$85/hour
Surveyor	$95/hour
Project Coordinator	$90/hour
Support	$90/hour
Intern	$50/hour
Field Vehicle	$ 70/day
Office Vehicle	$ 50/day
Mileage	$0.535/mile

EXHIBIT C

ANTI-LOBBYING CERTIFICATION

Consultant shall submit to City this certification prior to or at the time of the execution of this Agreement.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty not less than $10,000 and no more than $100,000 for such failure.

The undersigned certifies, to the best of his or her knowledge or belief, that:

1. No federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; and

2. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instruction.

Consultant:
Jviation, Inc.
J.D Ingram, Principal

By: John D Ingram
John D Ingram (Jan 23, 2018)

EXHIBIT D

FEDERAL PROVISIONS

I. CIVIL RIGHTS ACT OF 1964, TITLE VI – CONTRACTOR CONTRACTUAL REQUIREMENTS (Reference: 49 CFR Part 21)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Engineer") agrees as follows:

- Compliance with Regulations. The Engineer shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

- Nondiscrimination. The Engineer, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Engineer shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

- Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Engineer for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Engineer of the Engineer's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

- Information and Reports. The Engineer shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of an Engineer is in the exclusive possession of another who fails or refuses to furnish this information, the Engineer shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

- Sanctions for Noncompliance. In the event of the Engineer's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

a) Withholding of payments to the Engineer under the contract until the Engineer complies, and/or
b) Cancellation, termination, or suspension of the contract, in whole or in part.

- Incorporation of Provisions. The Engineer shall include the provisions of paragraphs one through five (Compliance with Regulations, Nondiscrimination, Solicitations for Subcontracts, Information and Reports, and Sanctions for Noncompliance) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Engineer shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event an Engineer becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Engineer may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the Engineer may request the United States to enter into such litigation to protect the interests of the United States.

II. AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, SECTION 520 - GENERAL CIVIL RIGHTS PROVISIONS (Reference: Airport and Airway Improvement Act of 1982, Section 520;Title 49 47123;AC 150/5100-15, Para. 10.c.)

The Engineer assures that it will comply with pertinent statutes, Executive orders and such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport a program, except where Federal assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon. In these cases the provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits or (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property. In the case of Engineers, this provision binds the Engineers from the bid solicitation period

through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

III. DISADVANTAGED BUSINESS ENTERPRISES (Reference: 49 CFR Part 26)

- Contract Assurance (§26.13) - The Engineer or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Engineer shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Engineer to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

- Prompt Payment (§26.29) - The prime Engineer agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than Fifteen (15) days from the receipt of each payment the prime Engineer receives from Sponsor. The prime Engineer agrees further to return retainage payments to each subcontractor within Fifteen (15) days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Board. This clause applies to both DBE and non-DBE subcontractors.

IV. LOBBYING AND INFLUENCING FEDERAL EMPLOYEES (Reference: 49 CFR Part 20, Appendix A)

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall

complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

V. ACCESS TO RECORDS AND REPORTS (Reference: 49 CFR Part 18.36(i); FAA Order 5100.38)

The Engineer shall maintain an acceptable cost accounting system. The Engineer agrees to provide the Sponsor, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representative's access to any books, documents, papers, and records of the Engineer which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Engineer agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

VI. BREACH OF CONTRACT TERMS (Reference: 49 CFR Part 18.36)

Any violation or breach of terms of this contract on the part of the contractor or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.

Sponsor will provide Engineer written notice that describes the nature of the breach and corrective actions the Engineer must undertake in order to avoid termination of the contract. Sponsor reserves the right to withhold payments to Engineer until such time the Engineer corrects the breach or the Sponsor elects to terminate the contract. The Sponsor's notice will identify a specific date by which the Engineer must correct the breach. Sponsor may proceed with termination of the contract if the Engineer fails to correct the breach by deadline indicated in the Sponsor's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

VII. RIGHTS TO INVENTIONS (Reference: 49 CFR Part 18.36(i)(8); FAA Order 5100.38)

Contracts or agreements that include the performance of experimental, developmental, or research work must provide for the rights of the Federal Government and the Sponsor in any resulting invention as established by 37 CFR part 401, Rights to Inventions Made by Non-profit Organizations and Small Business Firms under Government Grants, Contracts, and Cooperative Agreements. This contract incorporates by reference the patent and inventions rights as specified within in the 37 CFR §401.14. Contractor must include this requirement in all sub-tier contracts involving experimental, developmental or research work.

VIII. TRADE RESTRICTION CLAUSE (Reference: 49 CFR Part 30.13; FAA Order 5100.38)

By submission of an offer, the Engineer certifies that with respect to this solicitation and any resultant contract, the Engineer –

- is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (U.S.T.R.);

- has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the U.S.T.R; and

- has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

The Engineer must provide immediate written notice to the Sponsor if the Engineer learns that its certification or that of a subcontractor was erroneous

when submitted or has become erroneous by reason of changed circumstances. The Engineer must require subcontractors provide immediate written notice to the Engineer if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Engineer or subcontractor: Required Contact Provisions Issued on January 29, 2016 Page 64 AIP Grants and Obligated Sponsors Airports (ARP)

1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R. or

2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or

3) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Engineer agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by U.S.T.R, unless the Engineer has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Engineer or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Sponsor or the FAA.

IX. TERMINATION OF CONTRACT (Reference: 49 CFR Part 18.36(i)(2); FAA Order 5100.38)

The Sponsor may, by written notice to the Engineer, terminate this Agreement for its convenience and without cause or default on the part of the Engineer. Upon

receipt of the notice of termination, except as explicitly directed by the Sponsor, the Engineer must immediately discontinue all services affected.

Upon termination of the Agreement, the Engineer must deliver to the Sponsor all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

The Sponsor agrees to make just and equitable compensation to the Engineer for satisfactory work completed up through the date the Engineer receives the termination notice. Compensation will not include anticipated profit on non-performed services.

The Sponsor further agrees to hold Engineer harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party [7] days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

Termination by Sponsor: The Sponsor may terminate this Agreement in whole or in part, for the failure of the Engineer to:

1) Perform the services within the time specified in this contract or by the Sponsor approved extension;
2) Make adequate progress so as to endanger satisfactory performance of the Project;
3) Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the Engineer must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the Engineer must deliver to the Sponsor all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates,

summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

The Sponsor agrees to make just and equitable compensation to the Engineer for satisfactory work completed up through the date the Engineer receives the termination notice. Compensation will not include anticipated profit on non-performed services.

The Sponsor further agrees to hold Engineer harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the Sponsor determines the Engineer was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the Sponsor issued the termination for the convenience of the Sponsor.

Termination by Engineer: The Engineer may terminate this Agreement in whole or in part, if the Sponsor:

1) Defaults on its obligations under this Agreement;
2) Fails to make payment to the Engineer in accordance with the terms of this Agreement;
3) Suspends the Project for more than [180] days due to reasons beyond the control of the Engineer.

Upon receipt of a notice of termination from the Engineer, Sponsor agrees to cooperate with Engineer for the purpose of terminating the agreement or portion thereof, by mutual consent. If Sponsor and Engineer cannot reach mutual agreement on the termination settlement, the Engineer may, without prejudice to any rights and remedies it may have, proceed with terminating all or parts of this Agreement based upon the Sponsor's breach of the contract.

In the event of termination due to Sponsor breach, the Engineer is entitled to invoice Sponsor and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the Engineer through the effective date of termination action. Sponsor agrees to hold Engineer harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION (Reference: 49 CFR Part 29; FAA Order 5100.38)

The Engineer certifies, by submission of this proposal or acceptance of this contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency. It further agrees by submitting this proposal that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the bidder/offeror/Engineer or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

XI. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (Reference: 20 CFR part 1910)

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Engineer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Engineer retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Engineer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

XII. CLEAN AIR AND WATER POLLUTION CONTROL (Reference: 2 CFR § 200 Appendix II(G))

Engineer agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 U.S.C. § 740-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). The Engineer agrees to report any violation to the Sponsor immediately upon discovery. The Sponsor assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.

Engineer must include this requirement in all subcontracts that exceeds $150,000.

XIII. CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS (Reference: 2 CFR § 200 Appendix II (E))

- Overtime Requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is

employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

- Violation; Liability for Unpaid Wages; Liquidated Damages. In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

- Withholding for Unpaid Wages and Liquidated Damages. The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

- Subcontractors. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

XIV. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)
(Reference: 29 USC § 201, et seq.)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets

minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers.

The Engineer has full responsibility to monitor compliance to the referenced statute or regulation. The Engineer must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

XV. TEXTING WHEN DRIVING (References: Executive Order 13513, DOT Order 3902.10)

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 "Text Messaging While Driving" (12/30/2009), the FAA encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or sub-grant.

In support of this initiative, the Sponsor encourages the Engineer to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Engineer must include the substance of this clause in all sub-tier contracts exceeding $3,500 and involve driving a motor vehicle in performance of work activities associated with the project.

XVI. ENERGY CONSERVATION REQUIREMENTS (References: 2 CFR § 200 Appendix II(H))

Engineer and Subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201et seq).

XVII. VETERAN'S PREFERENCE (References: 49 USC § 47112(c))

In the employment of labor (excluding executive, administrative, and supervisory positions), the contractor and all sub-tier contractors must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 U.S.C. 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: Annual Accountability Report for Bijou Area Erosion Control Project Community Facilities District (CFD2014-1) for Fiscal Year 2020/21

Location: Bijou Commercial Core Area near Fairway Ave and Lake Tahoe Blvd.

Responsible Staff Member: Stan Hill, Engineering Manager (530) 542-6039

Background: The Bijou Area Erosion Control Project is a major water quality treatment and erosion control project completed in 2014 (see Project Location Map). Project improvements include an area-wide stormwater collection, conveyance, and treatment system. Because the Bijou Area Project is in close proximity to Lake Tahoe and located within an intensely developed commercial area of the City, providing needed stormwater treatment before discharge into Lake Tahoe was problematic.

Stormwater treatment in the Project area requires a much more proactive method than is normally required with most stormwater and erosion control projects. The stormwater treatment facilities provided with the Project include an extensive series of subsurface settlement chambers to allow sediment to drop out of the stormwater on its journey to a stormwater lift station. After entering the lift station, the stormwater is pumped upstream to stormwater basins located on property owned by the U.S. Forest Service. The basins provide detention time to allow fine sediment to drop out. Stormwater infiltrates into the ground within the interconnected multi-basin facility.

The pro-active stormwater treatment system eliminates a historic direct discharge of urban stormwater into Lake Tahoe. The Bijou area-wide treatment system provides the means for commercial properties to receive TRPA BMP certification. As a part of the Bijou Area Erosion Control Project, the Community Facilities District was developed to provide a source of operations and maintenance funding to cover annual costs, replacement costs of the lift station pumps, and related infrastructure replacement costs.

The ongoing and long-term costs to operate and maintain the Bijou storm water pump-and-treat system are partially offset by the contributions from property owners. On July 15, 2014, the City Council adopted Resolution No 2014-42, forming the Community Facilities (CFD) District No. 2014-1 for the Bijou Area Erosion Control Project (ECP) and authorized the levy of a special tax within the CFD for the maintenance of the Bijou Area ECP. California Government Code Section 53411 (Senate Bill 165) requires local agencies levying a special tax to provide an annual status report to the governing body (City Council). This report provides the required information.

Issue and Discussion: The attached annual report delivered by the CFD administrator NBS revenue, expenses and CFD funding balance for the Fiscal Year 2020/21 was the following:

- CFD tax & interest revenue: $14,275.64
- Expenses: $6,686.77
- CFD FY 2019/20 Balance: $152,348.70

- CDF FY 2020/21 Fund Balance: $159,937.57

Special taxes are levied at a rate per impervious square foot of each participating parcel. The initial rate under the agreement was established at $0.10 per square foot and is subject to an increase annually based on the lesser of 3% or the April Consumer Price Index (CPI) change. Approved rate increases to the CFD levy are summarized as follows:

Table 1 – Annual Change in Tax Rate

Fiscal Year	CPI	Percent Increase	Special Tax Rate ($/square foot)
2014-15 (CFD Formed)		NA	0.10
2015-16	+ 2.44	2.44	0.10244
2016-17	+2.70	2.70	0.10521
2017-18	+3.79	3.0	0.10835
2018-19	+3.22	3.0	0.11160
2019-20	+4.01	3.0	0.11495
2020-21	+1.11	1.11	0.11623
2021-22	+3.81	3.0	0.11971

Because public roads contribute half of the runoff and pollutant loading to the Bijou ECP, which is considered a public benefit, the City of South Lake Tahoe is responsible for up to half of the annualized funding for ongoing operations and maintenance (estimated at $112,403 per year over the next 20 years). Anticipated costs to overhaul and eventually replace major electrical and mechanical components of the pump system were factored into the average annual cost. Through the lifecycle of the project, annual costs are expected to be lower than the budgeted annualized maintenance cost because major replacement costs will be realized as the system ages.

Currently, only 12 out of 43 property owners eligible to participate in the CFD are participating in what TRPA is calling “Area Wide BMPs.” Staff is working with TRPA to attract the maximum number of participants within the CFD to choose the levied assessment in lieu of constructing on-site BMPs. The assessment fees are calculated based on the impervious square footage for each property. Up to five times the current revenue could be collected annually if all 43 eligible properties located within the CFD participated.

Financial Implications: The recent annual 3% increase in special tax levy rates for the CFD participants was implemented to keep pace with average inflation while keeping a cap on the tax increase. During this reporting period, the CPI was over the 3% cap. Therefore, the maximum 3% increase will be applied to the CFD tax rate as documented in Table 1.

Environmental Considerations: CEQA does not apply. Approval of staff’s recommendation is not a “project” subject to CEQA because it (a) has no potential to cause a significant effect on the environment and (b) concerns government fiscal activities that do not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment. (Cal. Code Regs., tit. 14, §§ 15061(b)(3) and 15378(b)(4).)

Policy Implications: The special tax revenue is reserved for the operation and maintenance of the Bijou Area storm water pump and treat system. All expenses are consistent with policies and procedures as approved by City Council adopted in 2014 regulating the CFD.

Local Agency Special Tax and Bond Accountability Act

Senate Bill 165, filed with the Secretary of State on September 19, 2000, enacted the Local Agency Special Tax and Bond Accountability Act. This Act requires that any local special tax or local bond measure subject to voter approval contain a statement indicating the specific purposes of the special tax, require that the proceeds of the special tax be applied to those purposes, require the creation of an account into which the proceeds shall be deposited, and require an annual report containing specified information concerning the use of the proceeds. The Act only applies to any local special tax measure or local bond measure adopted on or after January 1, 2001 in accordance with Section 50075.1 or Section 53410 of the California Government Code.

Some of the requirements of the Act are handled at the formation of the Special Tax District and others are handled through annual reports. This Section of this report intends to comply with Section 50075.3 or Section 53411 of the California Government Code that states:

"The chief fiscal officer of the issuing local agency shall file a report with its governing body no later than January 1, 2002, and at least once a year thereafter. The annual report shall contain all of the following:

(a) The amount of funds collected and expended.
(b) The status of any project required or authorized to be funded as identified in subdivision (a) of Section 50075.1 or Section 53410."

The requirements of the Act apply to the Operating Fund for the following District:

City of South Lake Tahoe
Community Facilities District No. 2014-1 Bijou Area ECP
Formed July 15, 2014

Purpose of Special Tax

Community Facilities District No. 2014-1 (Bijou Area ECP) (the "District") was created to finance the costs of the construction and maintenance of the Bijou Area Erosion Control Project (the "Bijou Area ECP") water quality treatment system.

The Tahoe Regional Planning Agency (the "TRPA") issues a Best Management Practices (the "BMP") Certificate of Completion (the "Certificate") to parcels that install and maintain a system to recover, trap, treat and filter stormwater runoff. The Certificate remains active as long as the BMP is maintained and functioning properly. The TRPA also issues BMP Certificates to any parcel participating in the District that is current in payment of their special taxes.

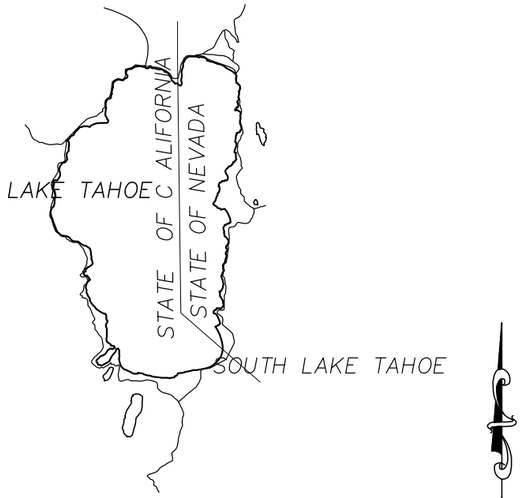
Fiscal Year 2020/21 Collections & Expenditures

09/30/2020 Balance	Amount Collected[(1)]	09/30/2021 Balance	Expended Amount	Service Status
$152,348.70	$14,275.64	$159,937.57	$6,686.77	On-going

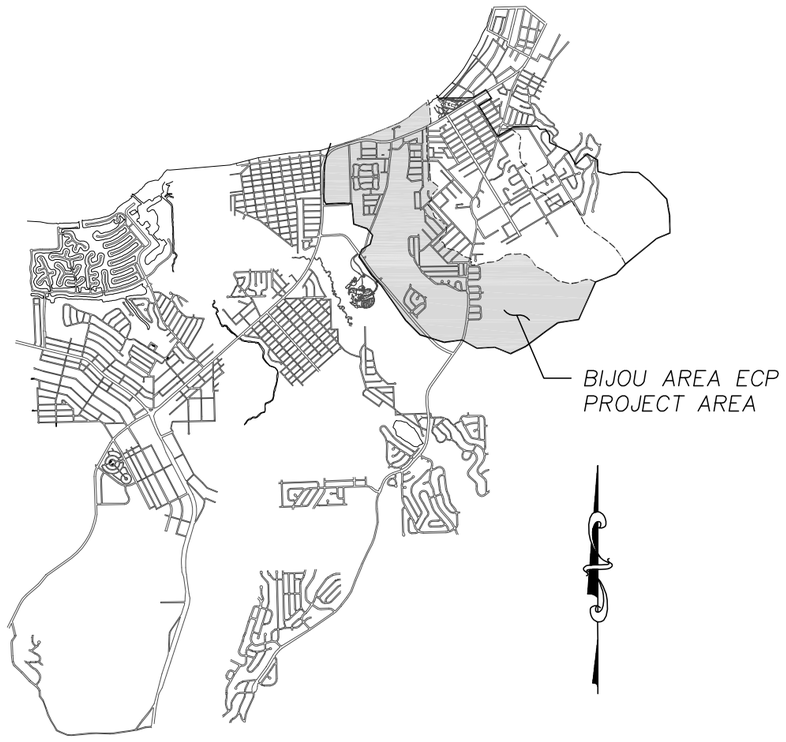
(1) Represents special tax collections through September 30, 2021 plus additional revenue sources, such as interest received.

EXHIBIT A

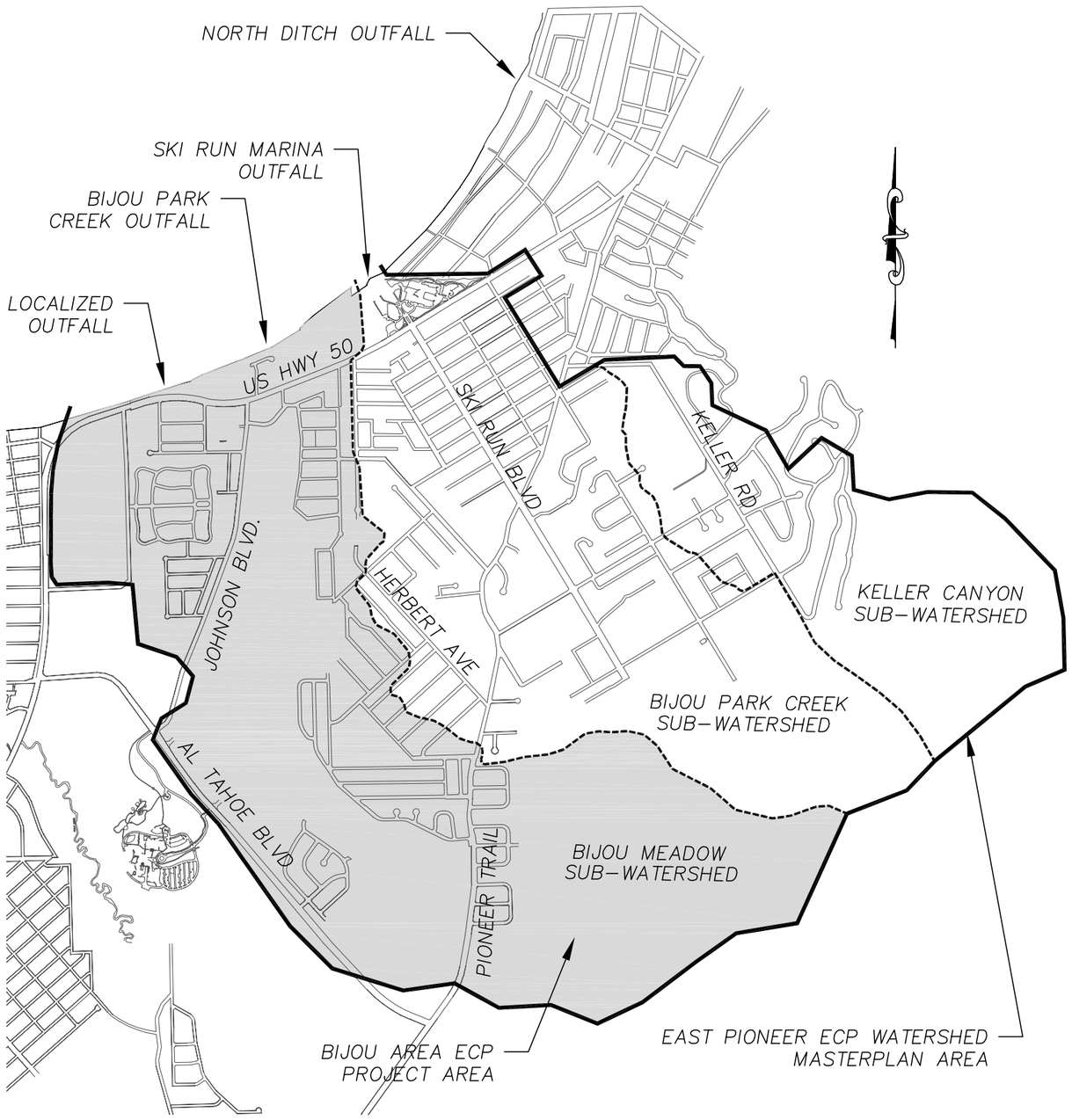
BIJOU AREA EROSION CONTROL PROJECT



VICINITY MAP
N.T.S



SITE VICINITY MAP
N.T.S



SITE LOCATION MAP
N.T.S

MAP OF PROPOSED BOUNDARIES OF CITY OF SOUTH LAKE TAHOE COMMUNITY FACILITIES DISTRICT NO. 2014-1 (BIJOU AREA ECP)

CITY OF SOUTH LAKE TAHOE
COUNTY OF EL DORADO
STATE OF CALIFORNIA



MAP ID	APN	MAP ID	APN	MAP ID	APN	MAP ID	APN	MAP ID	APN
1	027-020-09-100	3	027-090-11-100	5	027-090-22-100	7	027-101-04-100	9	027-370-04-100
2	027-020-10-100	4	027-090-20-100	6	027-101-02-100	8	027-101-17-100	10	027-371-09-100

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF SOUTH LAKE TAHOE THIS _____ DAY OF _____, 2014.

_____
CITY CLERK
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY, CALIFORNIA

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF THE CITY OF SOUTH LAKE TAHOE COMMUNITY FACILITIES DISTRICT NO. 2014-1 (BIJOU AREA ECP), CITY OF SOUTH LAKE TAHOE, COUNTY OF EL DORADO, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH LAKE TAHOE, AT A MEETING THEREOF, HELD ON THE ____ DAY OF _____, 2014, BY ITS RESOLUTION NO. _____.

_____
CITY CLERK
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY, CALIFORNIA

FILED THIS _____ DAY OF _____, 2014, AT THE HOUR OF _____ O'CLOCK __M, IN BOOK _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE _____ IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF EL DORADO, STATE OF CALIFORNIA.

_____
COUNTY RECORDER
COUNTY OF EL DORADO, CALIFORNIA

FOR PARTICULARS OF THE LINES AND DIMENSIONS OF ASSESSOR PARCELS, REFERENCE IS MADE TO THE MAPS OF THE ASSESSOR, COUNTY OF EL DORADO, STATE OF CALIFORNIA.

0 0.01 0.02 0.04 0.06 Miles

Legend

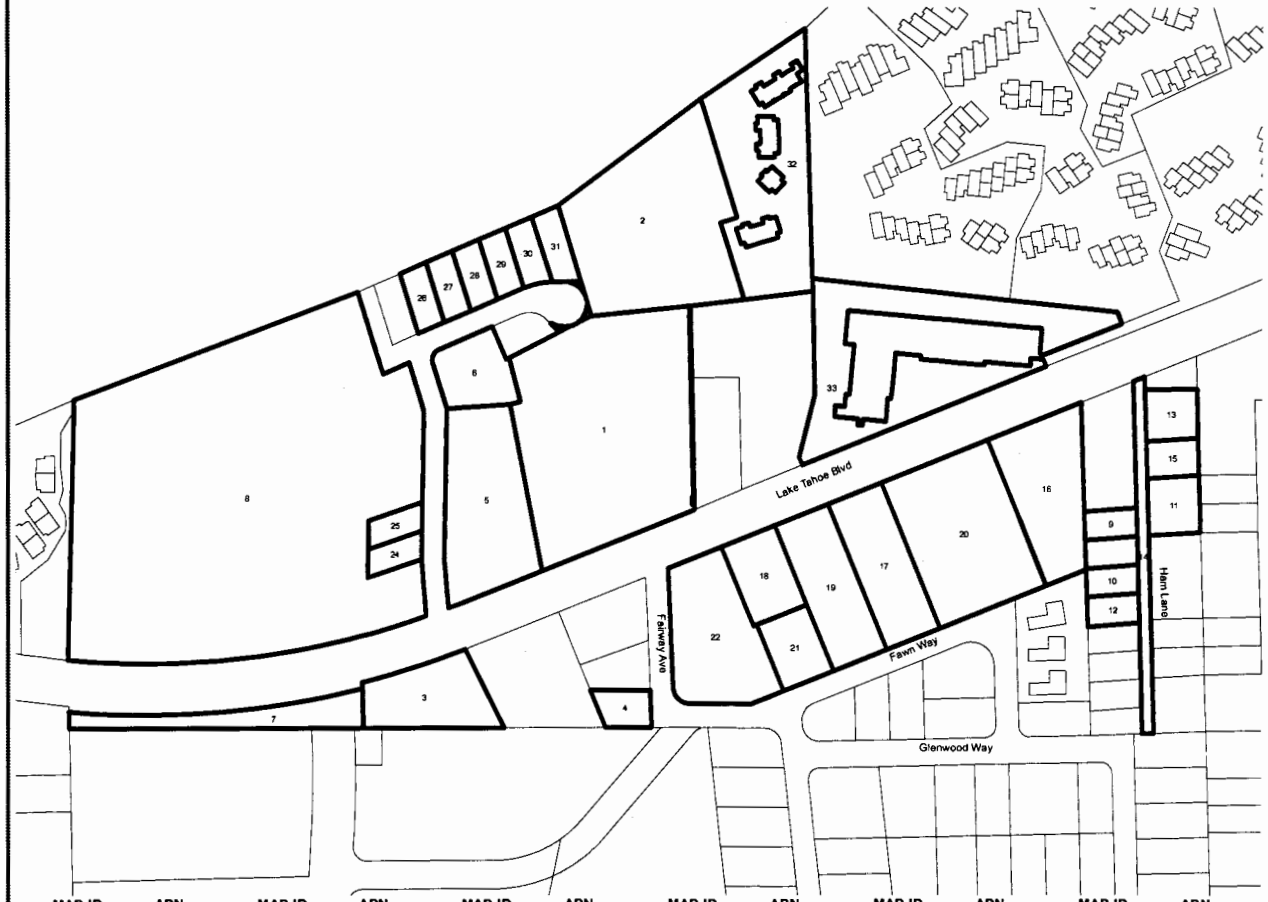
N W E S

Legend
CFD Parcels
Surrounding Parcels

Prepared by
NBS

MAP OF FUTURE ANNEXATION AREA OF CITY OF SOUTH LAKE TAHOE COMMUNITY FACILITIES DISTRICT NO. 2014-1 (BIJOU AREA ECP)

CITY OF SOUTH LAKE TAHOE
COUNTY OF EL DORADO
STATE OF CALIFORNIA



MAP ID	APN	MAP ID	APN	MAP ID	APN	MAP ID	APN	MAP ID	APN	MAP ID	APN
1	027-020-15-100	7	027-090-23-100	13	027-101-24-100	19	027-350-16-100	25	027-371-03-100	31	027-371-15-100
2	027-020-17-100	8	027-090-25-100	14	027-101-27-100	20	027-350-20-100	26	027-371-10-100	32	027-431-31-100
3	027-090-06-100	9	027-101-03-100	15	027-101-28-100	21	027-350-23-100	27	027-371-11-100	33	027-621-02-100
4	027-090-09-100	10	027-101-05-100	16	027-350-01-100	22	027-350-24-100	28	027-371-12-100		
5	027-090-16-100	11	027-101-14-100	17	027-350-06-100	23	027-370-02-100	29	027-371-13-100		
6	027-090-17-100	12	027-101-22-100	18	027-350-15-100	24	027-371-02-100	30	027-371-14-100		

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF SOUTH LAKE TAHOE THIS _____ DAY OF _____, 2014.

_____
CITY CLERK
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY, CALIFORNIA

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF THE FUTURE ANNEXATION AREA OF THE CITY OF SOUTH LAKE TAHOE COMMUNITY FACILITIES DISTRICT NO. 2014-1 (BIJOU AREA ECP), CITY OF SOUTH LAKE TAHOE, COUNTY OF EL DORADO, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH LAKE TAHOE, AT A MEETING THEREOF, HELD ON THE _____ DAY OF _____, 2014, BY ITS RESOLUTION NO. _____.

_____
CITY CLERK
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY, CALIFORNIA

FILED THIS _____ DAY OF _____, 2014, AT THE HOUR OF _____ O'CLOCK __M, IN BOOK _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE _____ IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF EL DORADO, STATE OF CALIFORNIA.

_____
COUNTY RECORDER
COUNTY OF EL DORADO, CALIFORNIA

FOR PARTICULARS OF THE LINES AND DIMENSIONS OF ASSESSOR PARCELS, REFERENCE IS MADE TO THE MAPS OF THE ASSESSOR, COUNTY OF EL DORADO, STATE OF CALIFORNIA.

0 0.015 0.03 0.06 0.09 Miles

Legend



Legend

Annexation Parcels

Surrounding Parcels

Prepared by

NBS

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: Purchase Authorization – Information Technology Secure Backup, Data Protection and Cybersecurity Enhancement Device for Police Department

Location: Citywide

Responsible Staff Member: Sebastian Knapp, IT Supervisor (530) 542-6067 and Olga Tikhomirova, Director of Finance (530) 542-7431

Background: The City's Information Technology division maintains a data storage and backup environment designed to minimize risk to the Police Department's data loss due to system corruption, user error and catastrophic system or data center failure. Current systems in place to provide backup services have been in operation since 2016 and have consistently provided a critical level of protection. They however are end-of-life, and do not provide robust ransomware protection.

To meet the FBI's Criminal Justice Information Services (CJIS) compliance, data related to criminal justice must be stored in a police station or other location under the control of law enforcement. Because of this, the current Rubrik appliance owned by the City cannot be used to protect the Police Department's data. The purchase of an additional Rubrik appliance provides ransomware protection for criminal justice data and replaces end-of-life data backup equipment. In addition, if another location is annexed by the police department, the appliance can be used for site-to-site replication, negating the need to purchase an additional data backup device.

Issue and Discussion: The Rubrik R6404S device will provide protection against ransomware and other cyber-attacks by creating "logical air gapped" backups. It functions by adhering to the Zero Trust Implementation Model defined by the National Institute of Standards (NIST). While the Police Department does have modern backup solutions in place that provide data replication, this is no longer sufficient in today's world of increasingly sophisticated and rapidly evolving ransomware technology. The Rubrik device will allow us to further protect all critical data at the Police Department.

A total of $ $54,991.33 is included in the budget in account # 100-01840-42030 to purchase the Rubrik R6404S device, supportive hardware, setup and configuration, and 3 years of support. We have identified this solution as a best fit for our organization at this time based on commercially available data protection solutions, ease of integration into our current environment, and the fact that other local government agencies have also chosen Rubrik as a solution.

Through research, staff learned that the State of California's Department of General Services Procurement Division has a California Multiple Award Schedule (CMAS) Number 3-20-70-3296E with the distributor Cadence Team, Inc. This type of cooperative purchasing meets formal bid requirements per the City Code §3.45.090 Cooperative Purchasing that states the following:

> *Where another governmental agency performs a solicitation and/or bid process for the city and/or multiple agencies or jurisdictions, and where the purchase of materials, supplies and equipment is based on an agreement or cooperative purchasing program pursuant to authority granted by statute or ordinance, pursuant to contractual arrangement between the city and said governmental agency, or pursuant to a determination by the city manager that the governmental agency conducted a competitive bidding process, the city may purchase materials, supplies and equipment based upon the governmental agency's solicitation and/or bid process without complying with the bidding requirements of this chapter. (Ord. 1069 § 1 (Exh. A); Ord. 1109 § 1 (Exh. A). Code 1997 § 22-8).*

Cadences Team Inc, provided the Rubrik appliance purchase quote (attachment 4) that is consistent with CMAS pricing.

Financial Implications: Funding for this purchase in the amount of $54,991.33 per the attached quote is available in the current year's 2021/22 General Fund budget in account 100-01840-42030.

Environmental Considerations: The recommendation in this report is not a project under CEQA, because it does not involve any commitment which may result in a potentially significant physical impact on the environment, as contemplated by Title 14, California Code of Regulations, Sections 15378(b)(2) and 15378(b)(4) and is, therefore, not subject to CEQA pursuant to CEQA Guidelines Section 15060(c)(3).

Policy Implications: This authorization is in accordance with Purchasing City Code chapter 3.45, sections 090 Cooperative Purchasing and 120 Formal Competitive Bidding.

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

January 18, 2022

Authorizing the Purchase of Information Technology Secure Backup, Data Protection and Cybersecurity Enhancement Device for Police Department

BACKGROUND

A. The City of South Lake Tahoe Information Technology division maintains a data storage and backup environment designed to minimize risk to the Police Department's data, due to system corruption, user error, and catastrophic system or data center failure.

B. Current systems in place to provide backup services have been in operation since 2016 and have consistently provided a critical level of protection. However, the current system does not have robust protection against ransomware attacks.

C. To meet the FBI's Criminal Justice Information Services (CJIS) compliance, data related to criminal justice must be stored in a police station or other location under the control of law enforcement. Because of this, the current Rubrik appliance owned by the City cannot be used to protect the Police Department's data. The purchase of an additional Rubrik appliance provides ransomware protection for the Police Department's data and replaces end-of-life data backup equipment. In addition, if another location is annexed by the police department, the Rubrik appliance can used for site-to-site replication, negating the need to purchase an additional data backup device.

D. Product from Rubrik has been selected as a best fit and value for the Police Department.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Approves the Information Technology Secure Backup, Data Protection and Cybersecurity Enhancement Rubrik Device purchase in the total amount not to exceed $54,991.33 using the available budget in account 100-01840-42030.

2. Authorizes the Director of Finance to execute the purchase contract with Cadence Team, Inc. for the purchase, installation, and 3 years of support of Rubrik R6404S device.

Adopted by the City of South Lake Tahoe City Council on January 18th, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____

Devin Middlebrook, Mayor

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

Cadence Team, Inc
Remittance Address:
733 Sherwood Dr.
Yuba City, CA 95991

Phone: 844.934.8326
Fax: 844.923.5878
www.cadence.team

Company:	City of South Lake Tahoe
Attn:	Gabe Raab
Project:	Rubrik for PD
Contract #:	3-20-70-3296E

Date:	12/21/2021	Expiration:	1/31/2022
Shipping Method:	NA	Sales Rep:	Jeremy_Caudill
Est. Delivery:	TBD	Direct:	916.710.8264
Terms:	NET30	Email:	jeremy@cadence.team

Part Number	Description	Qty.	List Price	Unit Price	Extended	Tx	Disc %
Rubrik							
RBK-R6404S-HW-01	R6404S APPL 4NODE 48TB RAW PERPPERP	1	$18,761.00	$15,008.80	$15,008.80	T	20%
	Term 36 Months RUBRIK COMPLETE EDITION LICS FOR R6404 INCL RCDM PO	1	$32,004.00	$24,003.00	$24,003.00	T	25%
	BASIC SUP FOR HW PREPAY SVCS M-F 8AM-8PM SUP	1	$5,066.00	$5,066.00	$5,066.00	N	0%
	PROFESSIONAL SERVICES SVCS INSTALLATION & CONFIGURATION OF UP	1	$7,500.00	$7,500.00	$7,500.00	N	0%
J9285D	HPE 10G SPF+ to SFP+ 7m DAC Cable	4	$205.00	$0.00	$0.00	N	100%

Sub Total:	$39,011.80
Non Taxable:	$12,566.00
Tax:	$3,413.53
Credit:	$0.00
Freight:	$0.00
Total:	$54,991.33
Tax Rate:	8.750%

Terms and Conditions

Warranty:	NA
Maintenance:	NA
Terms:	No Returns
Equipment:	All orders invoice upon receipt of purchase order

Customer Signature authorizes Cadence Team to process the order in place of a purchase order. Prices are subject to change without notice in the event the products manufacturer/publisher raises the price to Cadence Team.

Customer Signature: _____

Print: _____

Title: _____

Date: _____

DGS CALIFORNIA DEPARTMENT OF GENERAL SERVICES

Procurement Division
707 Third Street, 2nd Floor, MS #2-202
West Sacramento, CA 95605-2811

State of California

MULTIPLE AWARD SCHEDULE

Cadence Team, Inc.

CMAS NUMBER:	**3-20-70-3296E**
SUPPLEMENT NUMBER:	2
CMAS TERM DATES:	04/17/2020 through 05/03/2026
CMAS CATEGORY:	Information Technology Goods & Services
APPLICABLE TERMS & CONDITIONS:	June 7, 2019 (www.dgs.ca.gov/-/media/Divisions/PD/Acquisitions/CMAS/IT-CMAS-Terms-and-Conditions.ashx?la=en&hash=B41342080DE511121ECC253A04D62AC90CED6123)
MAXIMUM ORDER LIMIT:	State Agencies: **See Purchasing Authority Dollar Threshold provision** Local Government Agencies: **Unlimited**
FOR USE BY:	State & Local Government Agencies
BASE SCHEDULE #:	GS-35F-303DA
BASE SCHEDULE HOLDER:	Promark Technology, Inc.

This California Multiple Award Schedule (CMAS) provides for the purchase, warranty, and installation of hardware, hardware maintenance and repair services, software, software maintenance as a product, Platform as a Service (PaaS), and Software as a Service (SaaS). (See page 3 for the specific brands and restrictions applicable to this CMAS.)

The purpose of this supplement is to incorporate the following changes:

1) Brand "Rubrik" has been added to the "Available Products and/or Services" provision.
2) CMAS Product and Service Code "Brand-Rubrik" has been added to the "CMAS Product & Service Codes" provision.
3) Add Installation, Platform as a Service (PaaS), and Software as a Service (SaaS) to the CMAS agreement.
4) The "Excluded Products and/or Services" provision has been updated.
5) The phone number has been replaced in the "Issue Purchase Order To" provision.
6) Cadence Team, Inc. has been updated from a large business to a California certified small business and the "CMAS Contractor Ownership Information" provision has been updated.

Original Signature on File

Effective Date: **11/04/2021**

KATELYNNE LEISENRING, Program Analyst, California Multiple Award Schedules Unit

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
CADENCE TEAM, INC.
CMAS NO. 3-20-70-3296E, SUPPLEMENT NO. 2

The most current Ordering Instructions and Special Provisions, CMAS Terms and Conditions, products and/or services are included herein. All purchase orders issued by State agencies shall incorporate these Ordering Instructions and Special Provisions and CMAS Terms and Conditions. Review these provisions carefully as they have changed.

Supplement 2 replaces the previous supplement and the original agreement in their entirety.

NOTICE: Products and/or services on this CMAS may be available on a Mandatory Statewide Contracts. If this is the case, the use of this CMAS is restricted unless the State agency has an approved exemption as explained in the Statewide Contract User Instructions. Information regarding Statewide Contracts can be obtained at the: Statewide Contract Index Listing (www.dgs.ca.gov/PD/About/Page-Content/PD-Branch-Intro-Accordion-List/Acquisitions/Statewide-Contracts). This requirement is not applicable to local government agencies.

Any reference to a specific manufacturer's or publisher's warranty or terms and conditions as shown in the base schedule are not applicable to this CMAS.

Buyers must verify that the CMAS vendor has a letter of authorization from the manufacturer or an authorized distributor for the sale of the products covered by this CMAS. Service specific letters of authorization from the manufacturer are required if the CMAS vendor is providing installation, maintenance, and repair services.

The services provided under this CMAS are only available in support of the products covered by this CMAS.

Agency non-compliance with the requirements may result in the loss of delegated authority to use the CMAS program.

CMAS contractor non-compliance with the requirements may result in termination.

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
CADENCE TEAM, INC.
CMAS NO. 3-20-70-3296E, SUPPLEMENT NO. 2

CMAS PRODUCT & SERVICE CODES

Product & Service Codes listed below are for marketing purposes only. Review the base schedule for the products and/or services available.

Brand-Juniper
Brand-Rubrik
Data Commun-Equipment
Data Commun-Network Mgmt
Firewall-Network Security
Hardware-Computer
Internet-Firewall
Internet-Security
LAN/WAN-Component
LAN/WAN-System
LAN/WAN-Wireless Network
Router-Network
Security-IT Hardware
Software

AVAILABLE PRODUCTS AND/OR SERVICES

Only products from the manufacturers/publishers listed are available within the scope of this CMAS:

Juniper
Rubrik

The ordering agency must verify all products and/or services are currently available on the base General Services Administration (GSA) schedule. Access the GSA eLibrary at www.gsaelibrary.gsa.gov.

EXCLUDED PRODUCTS AND/OR SERVICES

Software maintenance as a service, electronic commerce and subscription services, continuous diagnostics and mitigation tools, public works services with a requirement for State contractor licensing, training courses, ancillary supplies and services, and order-level materials are not available under this CMAS.

ISSUE PURCHASE ORDER TO

Agency purchase orders must be sent to the following:

Cadence Team, Inc.
733 Sherwood Drive
Yuba City, CA 95991
Attn: Sales

E-mail: sales@cadence.team

Agencies with questions regarding products and/or services may contact the CMAS contractor as follows:

Contact: **Laurie Neal**
Phone: **(916) 945-2142**
E-mail: **laurie@cadence.team**

TOP 500 DELINQUENT TAXPAYERS

In accordance with Public Contract Code (PCC) 10295.4, and prior to placing an order for IT goods and/or services, **agencies must verify** with the Franchise Tax Board and the California Department of Tax and Fee Administration that this CMAS contractor's name does not appear on either list of the 500 largest tax delinquencies pursuant to Revenue and Taxation Code 7063 or 19195. **See next paragraph for information.**

The Franchise Tax Board's list of Top 500 Delinquent Taxpayers is available at www.ftb.ca.gov/about-ftb/newsroom/top-500-past-due-balances/index.html.

The California Department of Tax and Fee Administration's list of Top 500 Sales & Use Tax Delinquencies in California is available at www.cdtfa.ca.gov/taxes-and-fees/top500.htm.

CALIFORNIA SELLER'S PERMIT

The CMAS contractor's California Seller's Permit Number is 102848914. Prior to placing an order with this company, agencies must verify that this permit is still valid at the California Department of Tax and Fee Administration website (cdtfa.ca.gov).

MINIMUM ORDER LIMITATION

There is no minimum dollar value limitation on orders placed under this CMAS.

CMAS PRICES

The maximum prices allowed for the products and/or services available are those set forth in the base schedule.

The ordering agency is encouraged to seek prices lower than those in the base schedule. When responding to an agency's Request for Offer (RFO), the CMAS contractor can offer lower prices to be competitive.

ACQUISITION OF IAAS AND/OR PAAS

If using this CMAS for the purpose of acquiring Infrastructure as a Service (IaaS) and/or Platform as a Service (PaaS), State agencies must first obtain approval to use this CMAS from the California Department of Technology (CDT) in accordance with TL 17-06 (www.cdt.ca.gov/wp-content/uploads/2017/08/TL-17-06.pdf). State agencies must document CDT's approval and maintain in the procurement file. Contact CDT for all questions related to the acquisition of IaaS and PaaS and TL 17-06.

CALIFORNIA CIVIL RIGHTS LAW CERTIFICATION

Pursuant to PCC 2010, effective January 1, 2017, applicants must certify their compliance with the California Civil Rights laws and Employer Discriminatory Policies (Civil Code 51, GC 12960). It is the agency's responsibility to verify that the contractor has a California Civil Rights Law Certification on file.

WARRANTY

For warranties, see the base schedule, the CMAS Terms and Conditions, General Provisions, and CMAS Warranty.

DELIVERY

14-60 days after receipt of order or as negotiated between agency and CMAS contractor and included in the purchase order.

SHIPPING INSTRUCTIONS

F.O.B. (Free On Board) Destination. Seller pays the freight charges.

PURCHASING AUTHORITY DOLLAR THRESHOLD

Order limits for the purchase of goods and/or services is determined by the individual agency purchasing authority threshold.

No CMAS order may be executed by a State agency that exceeds that agency's purchasing authority threshold. State agencies with approved purchasing authority, along with their dollar thresholds can be obtained at the List of State Departments with Approved Purchasing Authority website (www.dgs.ca.gov/PD/Resources/Page-Content/Procurement-Division-Resources-List-Folder/List-of-State-Departments-with-Approved-Purchasing-Authority).

HOW TO USE CMAS

Agencies must adhere to the detailed requirements in the State Contracting Manual (SCM) when using CMAS. The requirements for the following bullets are in SCM, Volume 2, Chapter 6 (for non-IT), SCM, Volume 3, Chapter 6 (for IT), and SCM, Volume FISCal, Chapter 5 (FISCal):

- Develop an RFO, which includes a Scope of Work (SOW) and Bidder Declaration form. For information on the Bidder Declaration requirements, see SCM, Volume 2, Chapter 3, 3.5.7 and Volume 3, Chapter 3, 3.4.7.
- Search for potential CMAS contractors on the CMAS website (www.dgs.ca.gov/PD/About/Page-Content/PD-Branch-Intro-Accordion-List/Acquisitions/California-Multiple-Award-Schedules) and select "Find a CMAS Contractor."
- Request offers from a minimum of 3 CMAS contractors including one small business (SB) and/or Disabled Veteran Business Enterprise (DVBE), if available, who are authorized to sell the products and/or services needed.

- If requesting offers from a certified DVBE, include the Disabled Veteran Business Enterprise Declarations form (Standard 843) in the RFO. This declaration must be completed and returned by the DVBE prime contractor and/or any DVBE subcontractors. (See SCM Volumes 2, 3, and FISCal, Chapter 3).
- This is not a bid transaction, so the small business preference, DVBE incentives, protest language, intent to award, evaluation criteria, advertising, etc., are not applicable.
- If less than 3 offers are received, State agencies must document their file with the reasons why the other suppliers did not respond with an offer.
- Assess the offers received using best value methodology, with cost as one of the criteria.
- Issue a Purchase Order to the selected CMAS contractor.
- For CMAS transactions under $10,000, only one offer is required if the State agency can establish and document that the price is fair and reasonable. The fair and reasonable method can only be used for non-customizable purchases.

SPLITTING ORDERS

Splitting orders to avoid any monetary limitations is prohibited.

Do not circumvent normal procurement methods by splitting purchases into a series of delegated purchase orders, per PCC 10329.

Splitting a project into small projects to avoid either fiscal or procedural controls is prohibited, per State Administrative Manual (SAM) 4819.34.

ORDERING PROCEDURES

1. Purchase Orders

All Ordering Agency purchase order documents executed under this CMAS must contain the applicable CMAS number as show on page 1.

a. State Departments:

Standard 65 Purchase Documents – State departments not transacting in FISCal must use the Purchasing Authority Purchase Order (Standard 65) for purchase execution. An electronic version of the Standard 65 is available at the Department of General Services (DGS), Procurement Division (PD) website (www.dgsapps.dgs.ca.gov/osp/StatewideFormsWeb/Forms.aspx), select Standard (STD) Forms.

FISCAL Purchase Documents – State departments transacting in FISCal will follow the FISCal procurement and contracting procedures.

b. Local Government Agencies:

Local government agencies may use their own purchase order document for purchase execution.

The agency is required to complete and distribute the purchase order. For services, the agency shall modify the information contained on the order to include the service period (start and end date), and the monthly cost (or other intermittent cost), and any other information pertinent to the services. The cost for each line item must be included in the order, not just system totals.

The contractor must immediately reject purchase orders that are not accurate. Discrepancies are to be negotiated and incorporated into the purchase order prior to product delivery and service implementation.

2. Service and Delivery after CMAS Expiration

The purchase order must be issued before the CMAS expires. However, delivery of the products or completion of the services may be after the CMAS expires (unless otherwise specifically stated in the purchase order). Amending the purchase order to add quantity, time, or money is not possible if the CMAS expired.

3. Multiple CMAS Agreements on a Single Purchase Order

Agencies wishing to include multiple CMAS agreements on a single FISCal purchase order must adhere to the following guidelines:

- All CMAS must be for the same CMAS contractor.
- The purchase order must go to one contractor location.
- Enter the word "CMAS" in the space reserved for the Leveraged Procurement Agreement (LPA) number. The word "CMAS" signifies that the purchase order contains items from multiple CMAS agreements. The purchasing agency may only use one bill code.
- For each individual CMAS, the agency must identify and group together the CMAS number with the line items and subtotal per CMAS number (do not include tax in the subtotal), and sequentially identify each individual CMAS as Sub #1, Sub #2, Sub #3, etc. This facilitates accurate billing of administrative fees by the Procurement Division.
- The total of all items on the purchase order must not exceed the purchase order limit identified in the CMAS.
- Do not combine items from IT and non-IT CMAS agreements. An Information Technology CMAS begins with the number "3" and a non-IT CMAS begins with the number "4." The purchase order limits are different for these CMAS agreements.

4. Amendments to State Agency's Purchase Orders

Agency purchase orders cannot be amended if the CMAS has expired.

SCM, Volumes 2 & 3, Chapter 6, 6.A5.0 and SCM, Volume FISCal, Chapter 5, 5.A4.0 provides the following direction regarding amendments to all types of LPA purchase orders:

> Original orders, which include options for changes (e.g., quantity or time), that were evaluated and considered in the selection for award during the RFO process, may be amended consistent with the terms of the original order, provided that the original order allowed for amendments. If the original order did not evaluate options, then amendments are not allowed unless an NCB is approved for those amendments.

Amendments unique to non-IT services are covered in SCM, Volume 2, Chapter 6, 6.B2.9 and SCM, Volume FISCal, Chapter 5, 5.A4.1 as follows:

> If the original contract permitted amendments, but did not specify the changes (e.g., quantity or time), it may be amended, per Public Contract Code (PCC) § 10335 (d)(1). Only a contract may be amended once under this exemption. The time shall not exceed one year, or add not more than 30% of the original order value and may not exceed $250,000. If the original contract did not have language permitting amendments, the NCB process must be followed.

CMAS CONTRACTOR OWNERSHIP INFORMATION

The CMAS contractor is a certified SB enterprise. Their Office of Small Business and DVBE Services (OSDS) certification number 2001888 expires on 11/30/2022.

If this certification has expired, the current expiration date should be verified at Cal eProcure (caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx). The OSDS contact information can be found on the OSDS website (www.dgs.ca.gov/PD/About/Page-Content/PD-Branch-Intro-Accordion-List/Office-of-Small-Business-and-Disabled-Veteran-Business-Enterprise/Certification-Program). Note that some companies have been assigned a new certification number, so use the company name and/or certification number when checking status on-line.

SMALL BUSINESS MUST BE CONSIDERED

Prior to placing orders under the CMAS program, State agencies shall whenever practicable first consider offers from small businesses that have established CMAS (GC 14846(b)). NOTE: DGS auditors will request substantiation of compliance with this requirement when agency files are reviewed.

CMAS Small Business and Disabled Veteran Partners lists (www.dgs.ca.gov/PD/About/Page-Content/PD-Branch-Intro-Accordion-List/Acquisitions/California-Multiple-Award-Schedules) can be found on the CMAS website by selecting "Find a CMAS Contractor".

In response to our commitment to increase participation by small businesses, the Department of General Services waives the administrative fee (a fee charged to customer agencies to support the CMAS program) for orders to California certified small business enterprises.

See the current fees in the DGS Price Book at www.dgs.ca.gov/OFS/Price-Book.

SMALL BUSINESS/DVBE - TRACKING

State agencies are able to claim subcontracting dollars towards their SB or DVBE goals whenever the CMAS contractor subcontracts a commercially useful function to a certified SB or DVBE. The CMAS contractor will provide the ordering agency with the name of the SB or DVBE used and the dollar amount the ordering agency can apply towards its SB or DVBE goal.

SMALL BUSINESS/DVBE - SUBCONTRACTING

1. The amount an ordering agency can claim towards achieving its SB or DVBE goals is the dollar amount of the subcontract award made by the CMAS contractor to each SB or DVBE.

2. The CMAS contractor will provide an ordering agency with the following information at the time the order is quoted:

   a. The CMAS contractor will state that, as the prime contractor, it shall be responsible for the overall execution of the fulfillment of the order.

   b. The CMAS contractor will indicate to the ordering agency how the order meets the SB or DVBE goal, as follows:

      i. List the name of each company that is certified by the Office of Small Business and DVBE Services that it intends to subcontract a commercially useful function to; and

      ii. Include the SB or DVBE certification number of each company listed, and attach a copy of each certification; and

      iii. Indicate the dollar amount of each subcontract with a SB or DVBE that may be claimed by the ordering agency towards the SB or DVBE goal; and

      iv. Indicate what commercially useful function the SB or DVBE subcontractor will be providing towards fulfillment of the order.

3. The ordering agency's purchase order must be addressed to the prime contractor, and the purchase order must reference the information provided by the prime contractor as outlined above.

WITHHOLD LANGUAGE (SB588)

Option 1 – Withhold Language

Upon delivery or completion of ordered goods or services for which the Contractor committed to DVBE subcontractor participation, state departments must require the Contractor to certify all the following:

1. The amount and percentage of work the Contractor committed to provide to one or more DVBEs under the requirements of the contract and the amount each DVBE received from the Contractor.
2. That all payments under the contract have been made to the DVBE. Upon request, the Contractor must provide proof of payment for the work.

In accordance with the Military and Veterans Code 999.7, state departments shall withhold $10,000 from the final payment, or the full final payment if less than $10,000, if the Contractor fails to meet the certification requirements identified above. State departments shall notify the Contractor of their failure to meet the certification requirements and give the Contractor an opportunity to comply with the certification requirements. If after 30 calendar days from the date of notice, the Contractor refuses to comply with the certification requirements, the state department shall permanently deduct $10,000 from the final payment, or the full payment if less than $10,000.

Option 2 – No Withhold Language

During the contract term and upon completion of the contract for which a DVBE subcontractor commitment was made, DGS-PD will require the Contractor to certify all participation commitments and payments under the contract have been made to the DVBE. Upon request by DGS-PD, the Contractor shall provide proof of payment for the work.

PRODUCT SUBSTITUTIONS

Substitution of Deliverables may not be tendered without advance written consent of the Buyer. The Contractor must offer an equivalent or newer model of the product from the same manufacturer at the same or lower price. Contractor cannot use any specification in lieu of those contained in the Contract without written consent from the Buyer.

NEW EQUIPMENT REQUIRED

The State will procure new equipment. All equipment must be new (or warranted as newly manufactured) and the latest model in current production. Used, shopworn, demonstrator, prototype, or discontinued models are not acceptable.

Where Federal Energy Management Program (FEMP) standards are available, all State agencies shall purchase only those products that meet the recommended standards. All products displaying the Energy Star label meet the FEMP standards.

SPECIAL MANUFACTURED GOODS

Any CMAS for goods to be manufactured by the CMAS contractor specifically for the State and not suitable for sale to others may require progress payments.

TRADE-IN EQUIPMENT

Trade-ins at open market price may be considered. The product description and trade-in allowance must be identified on the purchase order.

Agencies are required to adhere to SAM 3520 through 3520.6, Disposal of Personal Property and Surplus Personal Property, as applicable, when trade-ins are considered. A Property Survey Report, Standard 152, must be submitted for approval prior to disposition of any State-owned personal property, including general office furniture regardless of the acquisition value, or if the property was recorded or capitalized for accounting purposes.

STATE AGENCY BUY RECYCLED CAMPAIGN

State ordering agencies are required to report purchases made within the eleven product categories in the California Department of Resources Recycling and Recovery's State Agency Buy Recycled Campaign per PCC 12200 through 12217.

Contractor will be required to complete and return a Recycled-Content Certification form (www.calrecycle.ca.gov/contracts/forms) upon request by the state ordering agency.

ELECTRONIC WASTE RECYCLING

State agencies are required to recycle state owned surplus electronic equipment that has no useful life remaining (E-Waste) to the maximum extent possible. State agencies shall dispose of E-Waste using the services of the California Prison Industry Authority (CALPIA), unless the agency meets the pickup quantity and location exemption criteria detailed in SAM 3520.10. Electronic equipment that is usable and still retains value is not considered E-Waste and must be reutilized through DGS, Office of Fleet and Asset Management (OFAM) Surplus Personal Property Warehouse.

State agencies shall determine which equipment meets the definition of E-Waste or reusable Electronic Equipment, per the definitions provided in the SAM Management Memo (MM) 17-06. OFAM will validate that equipment meets the appropriate definition when reviewing the submitted Property Survey Report (Standard 152).

The electronic waste recycling fee must be shown as a line item on the agency purchase order before the CMAS contractor can include it on their invoice.

See SAM 3520.10 for more information on this policy.

Information for submitting a Standard 152 can be found on the DGS OFAM surplus property website (www.dgs.ca.gov/RESD/Resources/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-Surplus-Property-Homepage).

Information on the E-Waste - CALPIA Store and the E-Waste Exemption Request Form EWR-F400 can be found at catalog.calpia.ca.gov/services/e-waste/#/.

PRODUCT INSTALLATION

The CMAS contractor is fully responsible for all installation services performed under the CMAS. Product installations must be performed by manufacturer authorized personnel and meet manufacturer documented specifications.

The prime contractor, as well as any subcontractors, must hold any certifications and/or licenses required for the project.

PRODUCTIVE USE REQUIREMENTS

The customer in-use requirement applies to all procurements of information technology equipment and software, per SCM, Volume 3, Chapter 2, 2.B6.2 and SCM, Volume FISCal, Chapter 2, 2.E3.2.

Each equipment or software component must be in current operation for a paying customer and the paying customer must be external to the contractor's organization (not owned by the contractor and not owning the contractor).

To substantiate compliance with the Productive Use Requirements, the CMAS contractor must provide upon request the name and address of a customer installation and the name and telephone number of a contact person.

The elapsed time such equipment or software must have been in operation is based upon the importance of the equipment or software for system operation and its cost. The following designates product categories and the required period of time for equipment or software operation prior to approval of the replacement item on CMAS.

Category 1 - Critical Software: Critical software is software that is required to control the overall operation of a computer system or peripheral equipment. Included in this category are operating systems, data base management systems, language interpreters, assemblers and compilers, communications software, and other essential system software.

Cost	Installation	Final Bid Submission
More than $100,000	8 months	6 months
$10,000 up to $100,000	4 months	3 months
Less than $10,000	1 month	1 month

Category 2 - All Information Technology Equipment and Non-Critical Software: Information technology equipment is defined in SAM 4819.2.

Cost	Installation	Final Bid Submission
More than $100,000	6 months	4 months
$10,000 up to $100,000	4 months	3 months
Less than $10,000	1 month	1 month

NOT SPECIFICALLY PRICED ITEMS

The only time that open market/incidental, non-schedule items may be included in a CMAS order is when they fall under the parameters of the Not Specifically Priced (NSP) Items provision.

CMAS contractors must be authorized providers of the hardware, software and/or services they offer under the NSP Items provision.

Agency and CMAS contractor use of the NSP provision is subject to the following requirements:

1. Purchase orders containing only NSP items are prohibited.

2. A purchase order containing NSP items may be issued only if it results in the lowest overall alternative to the State.

3. NSP items shall be clearly identified in the order. Any product or service already specifically priced and included in the base schedule may not be identified as an NSP item.

4. NSP Installation Services: The CMAS contractor is fully responsible for all installation services performed under the CMAS. Product installations must be performed by manufacturer authorized personnel and meet manufacturer documented specifications. The prime contractor, as well as any subcontractors, must hold any certifications and/or licenses required for the project. The total dollar value of all installation services included in the purchase order cannot exceed the dollar value of the products included in the purchase order, nor can they exceed the NSP Maximum Order Limitation.

5. Maximum Order Limitation: For orders $250,000, or less, the total dollar value of all NSP items included in a purchase order shall not exceed $5,000. For orders exceeding $250,000, and at the option of the contractor, the total dollar value of all NSP items in a purchase order shall not exceed 5% of the total cost of the order or $25,000 whichever is lower.

6. An NSP item included in an order issued against a CMAS is subject to all of the terms and conditions set forth in the contract.

7. Trade-ins, upgrades, involving the swapping of boards, are permissible, where the contract makes specific provisions for this action. In those instances, where it is permitted, the purchase order must include the replacement item and a notation that the purchase involves the swapping of a board.

The following NSP items **are specifically excluded** from any order issued under this CMAS:

1. Items not intended for use in direct support of the priced items included in the same order. An NSP item must be subordinate to the specifically priced item that it is supporting. For example, a cable, which is not otherwise specifically priced in the base schedule, is subordinate to a specifically priced printer or facsimile machine and is eligible to be an NSP item subject to that cable meeting the remaining NSP requirements. However, a printer or facsimile machine, which is not otherwise specifically priced in the base schedule, is not subordinate to a specifically priced cable, and is not eligible to be an NSP item.

2. Supply type items, except for the minimum amount necessary to provide initial support to the priced items included in the same order.

3. Items that do not meet the Productive Use Requirements for information technology products, per SCM, Volume 3, Chapter 2, 2.B6.2 and SCM, Volume FISCal, Chapter 2, 2.E3.2.

4. Any other item or class of items specifically excluded from the scope of this CMAS.

5. Public Works components NOT incidental to the total purchase order amount.

6. Products or services the CMAS contractor is NOT factory authorized or otherwise certified or trained to provide.

7. Follow-on consultant services that were previously recommended or suggested by the same CMAS contractor.

The CMAS contractor is required to reject purchase orders containing NSP items that do not conform to the above requirements. The CMAS contractor will promptly notify the agency issuing the non-conforming order of its non-acceptance and the reasons for its non-acceptance.

STATE AND LOCAL GOVERNMENTS CAN USE CMAS

State and local government agency use of CMAS is optional. A local government is any city, county, city and county, district, or other local governmental body or corporation, including Universities of California, California State Universities, K-12 schools, and community colleges empowered to expend public funds. While the State makes this CMAS available, each local government agency should make its own determination whether the CMAS program is consistent with its procurement policies and regulations.

PCC 10298 allows any city, county, city and county, district, or other local governmental body or corporation empowered to expend public funds to contract with suppliers awarded CMAS without further competitive bidding.

See complete PCC 10298 language at (leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PCC&sectionNum=10298).

PCC 10299 allows any school district empowered to expend public funds to utilize CMAS without further competitive bidding.

See complete PCC 10299 language at (leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PCC&sectionNum=10299).

UPDATES AND/OR CHANGES

A CMAS supplement is not required for updates and/or changes once the update and/or change becomes effective for the base schedule, except as follows:

- A CMAS supplement is required when the CMAS is based on specific products and/or services from another contractor's multiple award contract and the contractor wants to add a new manufacturer's products and/or services.

- A CMAS supplement is required for new federal contract terms and conditions that constitute a material difference from existing contract terms and conditions. A material change has a potentially significant effect on the delivery, quantity or quality of items provided, the amount paid to the contractor or on the cost to the State.

SELF-DELETING BASE SCHEDULE TERMS AND CONDITIONS

Instructions, or terms and conditions that appear in the Special Items or other provisions of the base schedule and apply to the purchase, license, or rental (as applicable) of products or services by the US Government in the United States, and/or to any overseas location shall be self-deleting. (Example: "Examinations of Records" provision).

Federal regulations and standards, such as Federal Acquisition Regulation, Federal Information Resources Management Regulation, Federal Information Processing Standards, General Services Administration Regulation, or Federal Installment Payment Agreement shall be self-deleting. Federal blanket orders and small order procedures are not applicable.

ORDER OF PRECEDENCE

The CMAS Terms and Conditions takes precedence if there is a conflict between the terms and conditions of the contractor's base schedule, packaging, invoices, catalogs, brochures, technical data sheets or other documents (see CMAS Terms and Conditions, CONFLICT OF TERMS).

APPLICABLE CODES, POLICIES AND GUIDELINES

All California codes, policies, and guidelines are applicable. The use of CMAS does not reduce or relieve state agencies of their responsibility to meet statewide requirements regarding contracting or the procurement of goods or services. Most procurement and contract codes, policies, and guidelines are incorporated into CMAS agreements. Nonetheless, there is no guarantee that *every* possible requirement that pertains to all the different and unique State processes has been included.

PAYMENTS AND INVOICES

1. Payment Terms

Payment terms for this CMAS are net 45 days.

Payment will be made in accordance with the provisions of the California Prompt Payment Act, GC 927. Unless expressly exempted by statute, the Act requires State agencies to pay properly submitted, undisputed invoices not more than 45 days after (1) the date of acceptance of goods or performance of services; or (2) receipt of an undisputed invoice, whichever is later.

2. Payee Data Record (Standard 204)

State Agencies not transacting in FISCal, must obtain a copy of the Payee Data Record (Standard 204) in order to process payments. State Ordering Agencies must forward a copy of the Standard 204 to their accounting offices. Without the Standard 204, payment may be unnecessarily delayed. State Agencies should contact the CMAS contractor for copies of the Payee Data Record.

3. DGS Administrative and Incentive Fees

Orders from State Agencies:

DGS will bill each State agency directly an administrative fee for use of CMAS. The administrative fee should NOT be included in the order total or remitted before an invoice is received from DGS. This administrative fee is waived for CMAS purchase orders issued to California certified small businesses.

See the current administrative fees in the DGS Price Book (www.dgs.ca.gov/OFS/Price-Book).

Orders from Local Government Agencies:

CMAS contractors, who are not California certified small businesses, are required to remit to DGS an incentive fee equal to a percentage of the total of all local government agency orders (excluding sales tax and shipping) placed against their CMAS.

See the current incentive fees in the DGS Price Book.

This incentive fee is waived for CMAS purchase orders issued to California certified small businesses.

4. Contractor Invoices

Unless otherwise stipulated, the CMAS contractor must send their invoices to the agency address set forth in the purchase order. Invoices shall be submitted in triplicate and shall include the following:

- CMAS number
- Agency purchase order number
- Agency Bill Code (State Only)
- Line item number
- Unit price
- Extended line item price
- Invoice total

State sales tax and/or use tax shall be itemized separately and added to each invoice as applicable.

The company name on the CMAS, purchase order and invoice must match or the State Controller's Office will not approve payment.

5. Advance Payments

Advance payment is allowed for services only under limited, narrowly defined circumstances, i.e., between specific departments and certain types of non-profit organizations, or when paying another government agency (GC 11256 through 11263 and 11019).

It is NOT acceptable to pay in advance, except software maintenance and license fees, which are considered a subscription and may be paid in advance if a provision addressing payment in advance is included in the purchase order.

Software warranty upgrades and extensions may also be paid for in advance, one time.

6. Credit Card

The CMAS contractor accepts the State of California credit card (CAL-Card).

A purchase order is required even when the ordering department chooses to pay the CMAS contractor via the CAL-Card.

7. Leasing/Financing

California State Agencies are required to utilize the Golden State Financial Marketplace (GS SMart) program for all financing and leasing needs. California Local Government Agencies (counties, cities, K-12 school districts, community colleges, California State Universities, Universities of California, etc.) may utilize the GS SMart program for financing and leasing according to PCC 14937. The minimum dollar amount for Local Government Agency financing and leasing is $100,000.

8. Lease/Purchase Analysis

State agencies must complete a Lease/Purchase Analysis (LPA) to determine best value when contemplating a lease/rental and retain a copy for future audit purposes (SAM 3710).

For short-term rental equipment, the lease/purchase analysis must be approved by DGS Office of legal Services.

The lease/purchase analysis for all other purchases must be approved by the Department of General Services, GS SMart State Financial Marketplace. Buyers may contact the GS SMart Administrator, Kris Bianchini via e-mail at kristopher.bianchini@dgs.ca.gov for further information.

9. Leasing

The State reserves the right to select the form of payment for all procurements, be it either an outright purchase with payment rendered directly by the State, or a financing/lease-purchase or operating lease via the State Financial Marketplace (GS SMart and/or Lease SMart). If payment is via the financial marketplace, the Supplier will invoice the State and the State will approve the invoice and the selected Lender/Lessor for all product listed on the State's procurement document will pay the supplier on behalf of the State.

Buyers may contact the GS SMart Administrator, Kris Bianchini via e-mail at kristopher.bianchini@dgs.ca.gov for further information.

10. Maintenance Tax

The California Department of Tax and Fee Administration has ruled that in accordance with Section 1546 of the Sales and Use Tax Regulations of the Business Taxes Law Guide, whenever optional maintenance contracts include consumable supplies, such supplies are subject to sales tax.

Generally, the State has two options:

1. For agreements that provide for only maintenance services (i.e., the furnishing of labor and parts necessary to maintain equipment), the charges for the provision of maintenance services are not taxable.

2. For agreements that provide for both maintenance services and consumable supply items (i.e., toner, developer, and staples, for example), the provision of the consumable supplies is considered a taxable sale of tangible personal property. Therefore, State agencies awarding optional maintenance contracts are responsible for paying the applicable sales tax on the consumable supplies used during the performance period of the maintenance contract.

The Contractor will be required to itemize the taxable consumables for State accounting purposes.

OBTAINING COPY OF ORIGINAL CMAS AND SUPPLEMENTS

A copy of a CMAS and supplements, if any, can be obtained at Cal eProcure (caleprocure.ca.gov). A complete CMAS consists of the following:

- CMAS cover pages (which includes the signature page, ordering instructions and special provisions, and any attachments or exhibits as prepared by the CMAS Unit)
- CMAS Terms and Conditions.
- Base schedule terms and conditions
- Product/service listing and prices
- Supplements, if applicable.

It is important for the agency to confirm that the required products, services, and prices are included in the CMAS and are at or below base schedule rates. To streamline substantiation that the needed items are in the base schedule, the agencies should ask the CMAS contractor to identify the specific pages from the base schedule that include the required products, services, and prices. Agencies should save these pages for their file documentation.

CONTRACTORS ACTING AS FISCAL AGENTS ARE PROHIBITED

When a subcontractor ultimately provides all of the products or performs all of the services that a CMAS contractor has agreed to provide, and the prime contractor only handles the invoicing of expenditures, then the prime contractor's role becomes that of a fiscal agent because it is merely administrative in nature and does not provide a Commercially Useful Function. It is unacceptable to use fiscal agents in this manner because the agency is paying unnecessary administrative costs.

AGENCY RESPONSIBILITY

Each agency is responsible for its own contracting program and purchasing decisions, including use of the CMAS program and associated outcomes.

This responsibility includes, but is not necessarily limited to, ensuring the necessity of the services, securing appropriate funding, complying with laws and policies, preparing the purchase order in a manner that safeguards the State's interests, obtaining required approvals, and documenting compliance with GC 19130.b (3) for outsourcing services.

It is the responsibility of each agency to consult as applicable with their legal staff and contracting offices for advice depending upon the scope or complexity of the purchase order.

If you do not have legal services available to you within your agency, DGS Office of Legal Services is available to provide services.

CONFLICT OF INTEREST

Agencies must evaluate the proposed purchase order to determine if there are any potential conflict of interest issues. See the CMAS Terms and Conditions, Conflict of Interest, for more information.

FEDERAL DEBARMENT

When federal funds are being expended, the agency is required to obtain (retain in file) a signed "Federal Debarment" certification from the CMAS contractor before the purchase order is issued.

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 29 CFR Part 98, Section 98.510, Participants; responsibilities. The regulations were published as Part VII of the May 26, 1988 Federal Register (pages 19160-19211).

CONTRACTOR TRAVEL

The Travel provision is not applicable to this CMAS.

LIQUIDATED DAMAGES FOR LATE DELIVERY

The value of the liquidated damages cannot be a penalty, must be mutually agreed upon by agency and contractor and included in the purchase order to be applicable.

ACCEPTANCE TESTING CRITERIA

If the agency wants to include acceptance testing for all newly installed technology systems, and individual equipment, and machines which are added or field modified (modification of a machine from one model to another) after a successful performance period, the test criteria must be included in the purchase order to be applicable.

AMERICANS WITH DISABILITY ACT

To view the DGS Accessibility Policy, please visit www.dgs.ca.gov/Configuration/Footer-Utility-Links/Accessibility/Accessibility.

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: Citizen Appointments to Commissions and Boards

Location: Citywide

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Background: The City of South Lake Tahoe Commissions and Boards consists of: Airport Land Use Commission; Arts, Culture, and Tourism Commission (ACTC); Building Board of Appeals (BBOA); Parks and Recreation Commission; Planning Commission; and Police Advisory Commission (PAC).

Consistent with Resolution 2021-061, in October 2021, the City Clerk began soliciting applications for citizen appointments to Commissions and Boards for terms expiring in February 2022 (attachment 02-Local Appointments List). Solicitations for applications to fill vacancies on the Building Board of Appeals and Parks & Recreation Commission (limited term 2/2023) were also advertised.

All Commissioners and Board Members with expiring terms were contacted by the City Clerk and encouraged to reapply. Commissioners who were appointed in August (PAC) and October (ACTC) 2021, had their applications resubmitted by the City Clerk.

Issue and Discussion: Four applications were received for two positions and one non-voting representative to the Arts Culture, and Tourism Commission. (2-year term)

- Tony Lyle (non-voting representative) (appointed 10/19/2021)
- Brian Yerian (appointed 10/19/2021)
- Scott Forest (appointed 10/19/2021)
- Courtney Schmidt

One application was received for two-four vacancies to the Building Board of Appeals. (2-year term)

- Frank Sylvester

Five applications were received for two positions to the Police Advisory Commission. (2-year term)

- Claudia Anderson (appointed 08/03/2021)
- Justin Zunino (appointed 08/03/2021)
- Michele Gigante
- Laura Templin
- Chelcee Thomas

Two applications were received for two positions to the Planning Commission. (2-year term)

- Gavin Fieger
- Keith Roberts

Five applications were received for three positions and one limited term vacancy to the Parks and Recreation Commission. An additional application was received after the deadline to apply and may be considered at the discretion of Council.

- Jerry Bindel
- David Gregorich
- Marissa Dondo
- Aricela Ramos
- Keith Roberts
- Late Submittal – Margie Kovarik-Maxhimer

Financial Implications: Costs associated with staff support of the individual commissions/boards have been budgeted for within the department who oversees the commission.

Environmental Considerations: None.

Policy Implications: The solicitation and appointment of citizens to various boards and commissions meets the requirements set forth in Resolution 2021-061 and conforms to City Council Protocols.

LOCAL APPOINTMENTS LIST

Government Code 54972 (Maddy Act)

AIRPORT LAND USE COMMISSION (2 Year Term)

Meets as needed to review compatibility of land use plans and regulations around the airport.

Name	Date Appointed	Term Expires
Nicholas Speal	2/2/2021	2/2023
Stacey Ballard	3/16/2021	2/2023

BUILDING BOARD OF APPEALS (2 Year Term)

Meets as needed to hear appeals of Building Official determinations & monitor City building use, maintenance & construction requirements.

Name	Date Appointed	Term Expires
Keith Roberts	3/16/2021	2/2023
Vacant		
Vacant		

INDEPENDENT CITIZENS' OVERSIGHT COMMITTEE (MEASURE P) (4 Year Term)

Meets as needed to provide direction to City Council & Staff regarding the use & accounting of Measure P funds.

Name	Date Appointed	Term Expires
Jerry Bindel	2/19/2019	2/2023
David Gregorich	2/19/2019	2/2023
Judith Wood	2/19/2019	2/2023
Marissa Fox	2/19/2019	2/2023
Christina Wilson	2/19/2019	2/2023

PARKS & RECREATION COMMISSION (Alternating 2 Year Terms)

Meets quarterly to advise City Council on policies and projects relating to city parks and recreation.

Name	Date Appointed	Term Expires
Jerry Bindel	2/2/2021	2/2022
David Gregorich	2/2/2021	2/2022
Peter Fink	2/2/2021	2/2022
David Hamilton	2/2/2021	2/2023 (vacancy as of 1/2022)
Greg Bergner	2/2/2021	2/2023
Kira Smith	2/2/2021	2/2023
Dan Thrift	2/2/2021	2/2023

PLANNING COMMISSION (Alternating 2 Year Terms)

Meets monthly to assist in matters relating to the City's general plan, serve as Delinquent Refuse Hearing Board & perform duties set forth in Article 7 of the Government code.

Name	Date Appointed	Term Expires
Mason Hibbard	2/2/2021	2/2022
Gavin Feiger	2/2/2021	2/2022
Douglas Williams	2/2/2021	2/2023
Kili Rahbek	2/2/2021	2/2023
Natalia Wieczorek	2/2/2021	2/2023

Arts, Culture and Tourism Commission (Alternating 2 Year Terms)

Meets quarterly to advise City Council on policies and projects relating to Arts, Culture and Tourism.

Name	Date Appointed	Term Expires
Scott Forrest	10/19/2021	2/2022
Bryan Yerian	10/19/2021	2/2022
Stacey Ballard	10/19/2021	2/2023
Eleanor Brennan	10/19/2021	2/2023
David Hamilton	10/19/2021	2/2023
Tony Lyle	10/19/2021	2/2022 (non-voting representative)

Police Advisory Commission (Alternating 2 Year Terms)

Meets quarterly to advise, assist and collaborate on police/community issues.

Name	Date Appointed	Term Expires
Ayana Morali	8/3/2021	2/2023
Erika Gonzalez	8/3/2021	2/2023
Tom Davis	8/3/2021	2/2023
Claudia Anderson	8/3/2021	2/2022
Justin Zunino	8/3/2021	2/2022

Council Commissions with citizen representation

EL DORADO COUNTY COMMUNITY ACTION COUNCIL - Council Commission with citizen representative

Name	Date Appointed	Term Expires
Brian Conway	03/16/2021	Appointment considered annually

EL DORADO COUNTY COMMISSION ON AGING - Council Commission with citizen representative

Name	Date Appointed	Term Expires
Barbara Kaufman	12/15/2020	Appointment considered annually

TRPA ADVISORY PLANNING COMMISSION – Council Commission with citizen representative

Name	Date Appointed	Term Expires (2 Year Term)
Susan Chandler	12/15/2020	2/2023

Arts, Culture, and Tourism Commission (2 members, one non-voting representative)
Tony Lyle (non-voting representative) (appointed 10/19/2021)
Brian Yerian (appointed 10/19/2021)
Scott Forest (appointed 10/19/2021)
Courtney Schmidt

Building Board of Appeals (at least 2 but no more than 4)
Frank Sylvester

Police Advisory Commission (2 members)
Claudia Anderson (appointed 08/03/2021)
Justin Zunino (appointed 08/03/2021)
Michele Gigante
Laura Templin
Chelcee Thomas

Planning Commission (2 members)
Gavin Fieger
[redacted]
Keith Roberts

Parks & Recreation Commission (3 members 2-year terms, 1 member fill vacancy term until 2/2023)
Jerry Bindel
David Gregorich
Marissa Dondo
Aricela Ramos
Keith Roberts
Late Submittal – Margie Kovarik-Maxhimer

Arts, Culture, and Tourism Commission (2 members, one non-voting representative)
Tony Lyle (non-voting representative) (appointed 10/19/2021)
Brian Yerian (appointed 10/19/2021)
Scott Forest (appointed 10/19/2021)
Courtney Schmidt

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST: Tony	MIDDLE INITIAL	LAST: Lyle	COMMITTEE AND/OR CATEGORY APPLYING FOR: Arts, Culture, and Tourism Commission	
RESIDENCE: STREET ADDRESS: [redacted]		CITY: South Lake Tahoe	STATE: CA	ZIP CODE: 96150
MAILING ADDRESS: P.O. BOX: [redacted]		CITY: South Lake Tahoe	STATE: CA	ZIP CODE: 96150

RESIDENCY: (Please select one)
CITY RESIDENT [✓] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: [redacted] EMAIL ADDRESS: [redacted]

EMPLOYER: Lake Tahoe Visitors Authority (LTVA)

EDUCATION/EXPERIENCE: Currently Chief Marketing Officer for LTVA having been employed by them for over 9 years. Over 25 years experience in tourism, including work for:

Aramark Lake Tahoe, Skiset, Vail Resorts, Montbleu Resort Casino & Spa, Heavenly Mountain Resort, and TUI UK

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

Boy Scout - Adult Leader, President - High Sierra Visitors Council, Rural Committee Member - Visit California

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

To help guide the City regarding its Arts, Culture, and Tourism offerings for residents and visitors.

To enhance a visitors stay but also to attract new visitors for the economic benefit of residents and the City.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [✓] NO [ ]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
None

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [✓] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 10/14/2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE

VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Bryan	N.	Yerian	Arts, Culture, and Tourism Commission

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted]	South Lake Tahoe	Ca	96150

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
[redacted]	South Lake Tahoe	Ca	96150

RESIDENCY: (Please select one)
CITY RESIDENT ☐ EL DORADO COUNTY RESIDENT ☑ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: [redacted] EMAIL ADDRESS: [redacted]

EMPLOYER:
Lake Tahoe Community College

EDUCATION/EXPERIENCE:

See Attached

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

See Attached

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

See Attached

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES ☐ NO ☑

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☑ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 9/6/2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

Bryan Yerian
[redacted]

Education

2008	**Master of Fine Arts**, Spatial Arts, San Jose State University, San Jose, CA
2003	**Bachelor of Arts**, Studio Arts, Humboldt State University, Arcata, CA
1998	**Associate of Arts**, Liberal Studies, College of the Desert, Cathedral City, CA

Professional Experience

2008-Present	**Art Department Chair, Professor of Art** Lake Tahoe Community College, South Lake Tahoe, Ca
2008-Present	**Co-Organizer,** LTCC Student Art Exhibition, South Lake Tahoe, Ca
2019-Present	**Co-Owner, Compass Clay Studio**, South Lake Tahoe, Ca
2007-2008	**Art Handler/Preparator,** San Jose Museum of Art, San Jose, Ca **Museum Experience Representative,** San Jose Museum of Art, San Jose, Ca
2003-2005	**Instructional Program Technician**, Humboldt State University, Sculpture Facility

Community Involvement and/or Group Affiliation

2018-Present	**Board Member,** Tahoe Arts Alliance, South Lake Tahoe, Ca
2012-Present	**Advisor**, Art Club, Lake Tahoe Community College, Ca
2012-Present	**Visiting Art Lecture Series Coordinator,** Lake Tahoe Community College, Ca
2008-Present	**Public Art Consultant,** City of South Lake Tahoe Development Services, Ca
2019-2020	**Co-Coordinator,** Community Clay Night - Tahoe Art Walk, Compass Clay Studio, South Lake Tahoe, Ca
2008-Present	**Curator/Coordinator,** LTCC Student Art Exhibition, California Conference for the Advancement of Ceramic Arts, Davis, Ca
2000-2003	**President,** Association of Student Sculptors, Humboldt State University, Arcata, Ca
2000-2003	**Founding Organizer/Coordinator,** Humboldt State University Sculpture Walk, Arcata, Ca

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE,

- Facilitate more local public art and provide more art opportunities for local artists.
  - Develop proposals, create and organize the opportunities, and recommend artists for public art projects for the City of South Lake Tahoe.
- Enrich the local community and environment for the residence and tourists though art and culture.
- Engage the local community and enhance the tourist experience through cultural events and activities, and temporary and permanent art installations.
- Further developing a visually engaging identity as an arts and culture destination for the City of South Lake Tahoe.
- Foster positive relationships between local artists, local businesses, and the tourist economy.
- Ensure art is safe and protected within the community of South Lake Tahoe, (future, present, and past public art).

...AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

My expertise is in three-dimensional arts including ceramics, cast and fabricated metal arts, mixed media, and outdoor and indoor art installations. I intend to bring this expertise, as well as my experience with public art installations to the committee. In the thirteen years of living in South Lake Tahoe I have made many unique connections within the arts community in Tahoe. With my position at the college as Chair of the Art Department, as a local art business owner of Compass Clay Studio in South Lake Tahoe, and a father of two children currently attending different schools in the Lake Tahoe Unified School District, as a committee member I am uniquely positioned and motivated to bridge and network different creative communities within the basin. I would seek to be a liaison between the arts community, the community college, the K-12 schools, and the business community with the goal of connecting the community through the promotion of creative art and culture in South Lake Tahoe.

Thank you for this opportunity and for your consideration.

Bryan Yerian

CITY OF SOUTH LAKE TAHOE

VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
SCOTT	FORREST		ARTS, CULTURE AND TOURISM COMMISSION

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted]	South Lake Tahoe, California		96150

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
[redacted]	South Lake Tahoe, California		96150

RESIDENCY: (Please select one)
CITY RESIDENT [✓] EL DORADO COUNTY RESIDENT [✓] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS:

EMPLOYER:
Owner SCOTT FORREST FINE ART STUDIO & GALLERY 2572 Lake Tahoe Boulevard, South Lake Tahoe, California 96150

EDUCATION/EXPERIENCE:

SEE ATTACHED

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

SEE ATTACHED

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

SEE ATTACHED

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [ ] NO [✓]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [✓] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 9/30/21 SIGNATURE: [redacted]

Please note that the information provided on this application, including your name and e-mail address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

ATTACHMENT FOR

SCOTT FORREST

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

EDUCATION/EXPERIENCE:

40 consistent years in the Arts from the visual to the performing arts as a professional actor, singer, television and radio host to gallery owner and internationally selling Abstract Expressionist Artist. More information can be found at www.ScottForrestArt.com. You may also Google Scott Forrest Artist and Scott Forrest Host.

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

Representing the Arts in South Lake Tahoe as a board member of the Tahoe Art League for 5 years (currently serving in my third year as President), board member of the Tahoe Arts Alliance for the past three years and board member for two years, Co-Creator of the Tahoe Art Walk, in-progress creator of the Tahoe Arts District, Gallery Director of the Genius Fine Art Gallery in South Lake Tahoe, Owner of the SCOTT FORREST FINE ART STUDIO & GALLERY in South Lake Tahoe, the OnAir Arts segment Host for Lake Tahoe Television, Tahoe Brew Fest 2021 Arts Section Coordinator, Co-Creator of the largest public art installation in the Tahoe region currently at the Lisa Maloff University Center. My involvement in the Arts includes an extensive background working with the community in television, radio, film and live theatre (from KHNR-690 a.m.TALK radio for 17 years to Principal Talent at the Metropolitan Opera in New York City).

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

- Mural Project and Sculpture Park Project
- Develop inclusive Arts programs for all ages
- Helping to design and support the arts in the 56 Acre Project
- Continuing to develop the Arts District along Highway from the Y to the Lake
- Continuing to develop the Tahoe Art Walk from Meyers to Stateline
- Creating fundraising events
- Ideally, I would love this new Art, Culture and Tourism Commission to bring thoroughly designed, ready-to-go game plans to its South Lake Tahoe City Council that lead to the City of South Lake Tahoe to becoming the arts vacation destination that truly elevates the life of all who visit and live in the Tahoe Region.

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Courtney	I	Schmidt	Arts, Culture and Tourism Commission

RESIDENCE: STREET ADDRESS [redacted] CITY South Lake Tahoe STATE CA ZIP CODE 96150

MAILING ADDRESS: P.O. BOX [redacted] CITY South Lake Tahoe STATE CA ZIP CODE 96151

RESIDENCY: (Please select one)
CITY RESIDENT ☑ EL DORADO COUNTY RESIDENT ☐ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS:

EMPLOYER:
Lake Tahoe Resort Hotel

EDUCATION/EXPERIENCE:

Bachelor's Degree in Business with a concentration in Marketing/Sales & Hospitality Experience, Customer Service

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

Leadership Lake Tahoe, TRYP

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

Review proposed policies for this commission and make recommendations to benefit the city. Also, be on time, show up to every meeting, and be accountable.

I hope to bring forward strong ideas and be an asset to this community.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES ☐ NO ☑

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☑ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 12/6/2021 SIGNATURE: [redacted]

Please note that the information provided on this application including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

Courtney Schmidt

Arts, Culture and Tourism Commission

EXPERIENCE

Lake Tahoe Resort Hotel, South Lake Tahoe, CA — *Sales Administrator*

August 2020- CURRENT

Maintains sales and reservations systems and efficiencies through supportive team efforts. Provides clerical and administrative support to Director/Sales Managers and Convention Service Director/Manager in coordinating and distributing information to sales and service.

Special Olympics, Riverside County, CA- *Coach and Volunteer*

2020

Trained athletes with intellectual disabilities bocce ball while building upon their strengths and abilities.

Fit Brewing Co, Temecula, CA — *Team Marketing Coordinator*

2019

Coordinated promotional events for sales representatives.
Managed and created visuals for their company's social media.

Driftwood Cafe, South Lake Tahoe , CA — *Hostess and Busser*

2016-2017

Operated in a fast-paced environment while handling food and greeting customers.

Zenith Aquatic Program, Rancho Palos Verdes, CA — *Coach and Volunteer*

2012-2015

Taught swim lessons to younger individuals to improve their strokes and confidence.
Volunteered at large swim events by setting up equipment and recording race times.

EDUCATION

California State University, Fullerton, Fullerton, CA— *Bachelor's Degree in Business, Marketing Concentration, GPA 3.32*
August 2018- January 2021

Lake Tahoe Community College, South Lake Tahoe, CA — *Associate's Degree in Business Administration, GPA 3.9*
September 2016- June 2018

University of Redlands, Redlands, CA — *Global Business Studies as a Freshman & Student Athlete, GPA 3.6*
September 2015- April 2016

Palos Verdes Peninsula High School, Rolling Hills Estates, CA — *GPA 3.7*
September 2011- June 2015

SKILLS

Hotel Industry Operation and Computer System Knowledge

Time Management & Scheduling

Leadership and Teamwork Skills

Interpersonal Skills

Organization Skills

Proficiency in Microsoft Office (Powerpoint, Outlook, Excel, Word)

AWARDS

Dean's Honor List for Both CSUF and LTCC 2016-2021

Cum Laude Honor Student at CSUF 2021

Marketing Honors Networking Program 2020

Most Valuable Swimmer at PVPHS 2012 and 2013

Current Record Holder at University of Redlands and PVPHS for Swim Team

Courtney Schmidt

Arts, Culture and Tourism Commission

—

Courtney Schmidt
[redacted]
South Lake Tahoe, CA 96150
[redacted]

December 6, 2021

Susan Blankenship
City Clerk, City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, California 96150

Dear Susan,

Thank you for speaking to the Leadership Lake Tahoe Class of 2021 on December 1st. When I moved to South Lake Tahoe in 2016 from Southern California, I knew this was going to be my forever home. Seeing how close and friendly the community is motivated me to become involved and learn about the city. I currently work at the Lake Tahoe Resort Hotel as the Sales Administrator and am a part of Leadership Lake Tahoe and Tahoe Regional Young Professionals.

I am interested in being a member of the Arts, Culture and Tourism Commission. I am a professional individual who also enjoys exploring my creative side. I believe it is extremely important for our community to have this commission since South Lake Tahoe is a visitor's town due to its beauty and recreational activities. Also, this commission brings a sense of inclusivity.

I hope to hear back from you about this wonderful opportunity. If you need to contact me, please call or email me.

Sincerely,

Courtney Schmidt

Building Board of Appeals (at least 2 but no more than 4)
Frank Sylvester

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST Frank MIDDLE INITIAL R LAST Sylvester COMMITTEE AND/OR CATEGORY APPLYING FOR: Building Board of Appeals

RESIDENCE: STREET ADDRESS [redacted] CITY South Lake Tahoe STATE CA ZIP CODE 96150

MAILING ADDRESS: P.O. BOX CITY STATE ZIP CODE

RESIDENCY: (Please select one)
CITY RESIDENT ☑ EL DORADO COUNTY RESIDENT ☐ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: [redacted] EMAIL ADDRESS: [redacted]

EMPLOYER: Liberty

EDUCATION/EXPERIENCE: BS EE, Sr Mgr Engineering PE - Electrical
+15 yrs building utility construction engineering

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:
Aviano AB, IT Scout master BSA
Tuolumne County Habit for Humanity

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?
Respond to citizen objections and provide determination and guidance on interpretation of City codes for new construction and or existing structures remodels and or code violation / citations.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES ☐ NO ☑

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
only issues related to 930 Eloise St.

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☑ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and [redacted] understand that any false statement or omission of material facts will subject me to disqualification [redacted]

DATE: 10/1/21 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM

TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

Police Advisory Commission (2 members)
Claudia Anderson (appointed 08/03/2021)
Justin Zunino (appointed 08/03/2021)
Michele Gigante
Laura Templin
Chelcee Thomas

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Claudia L Andersen			PAC

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted] outh Lake Tahoe, CA 96150			

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
[redacted] South Lake Tahoe, CA 96151			

RESIDENCY: (Please select one)
CITY RESIDENT ☐ EL DORADO COUNTY RESIDENT ☑ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS:

EMPLOYER:
Mexico's Grill

EDUCATION/EXPERIENCE:

STHS graduate

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES ☐ NO ☑

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☑ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 07/16/2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Justin R. Zunino, Advisory Committee			PAC

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted] SLT 96150			

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
same			

RESIDENCY: (Please select one)
CITY RESIDENT ☑ EL DORADO COUNTY RESIDENT ☐ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS:

EMPLOYER:
LTUSD

EDUCATION/EXPERIENCE:

MA in Education Leadership/Public School Administrator

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

No group affiliations at this time.

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

To represent the interest of LTUSD stakeholders by providing input through advisory only.

I do not wish to create policy or seek responsibility beyond an advisory capacity. I would request consideration for a 1-year term.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES ☐ NO ☑

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
I do not forsee a conflict of interest.

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☑ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 7/15/21 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
MICHELE	K	GIGANTE	POLICE ADVISORY COMMISSION

RESIDENCE: STREET ADDRESS [redacted] CITY SOUTH LAKE TAHOE STATE CA ZIP CODE 96150

MAILING ADDRESS: P.O. BOX [redacted] CITY SOUTH LAKE TAHOE STATE CA ZIP CODE 96151

RESIDENCY: (Please select one)
CITY RESIDENT [X] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: [redacted] EMAIL ADDRESS: [redacted]

EMPLOYER:
CITY OF SACRAMENTO - POLICE SERGEANT - I RETIRE DEC 31, 2021

EDUCATION/EXPERIENCE:
BSBA BUSINESS / MARKETING UNIV. OF HARTFORD / 23 YEARS @ police officer / LATEST & LAST ASSIGNMENT WAS SGT. IN-SERVICE TRAINING, RESEARCH & DEVELOPMENT UNIT / LGBTQI+ Employee Resource Group SAC.PD's LGBTQI+ LIAISON

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:
I AM PRESENTLY THE VICE PRESIDENT of THE AL TAHOE FOREST HOMES ASSOCIATION (HOMEOWNER'S ASSOCIATION) - I HAVE BEEN A BOARD MEMBER FOR APPROX. 7 YRS.

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED? I HAVE READ THE DUTIES AND KNOW I CAN ASSIST IN GETTING TO THESE BENCHMARKS AND OBJECTIVES WITH MY EXPERIENCE, DILIGENCE AND COMMUNICATION SKILLS. I BRING A UNIQUE PERSPECTIVE AS A SOON-TO-BE RETIRED POLICE SERGEANT. I UNDERSTAND THE NEED FOR CHANGE, HAVE IDENTIFIED AREAS IN MY PROFESSION THAT COULD USE AN OVERHAUL, HAVE BEEN TO THE TABLE AND/OR A DRIVER FOR OUTREACH, HAVE BEEN PART OF POLICY REVISION AND POLICY WRITING/BUILDING AND MAKING SURE TRAINING STEMMING FROM THOSE CHANGES ARE DELIVERED AND DONE. I HOPE TO ACCOMPLISH TRANSPARENCY, GUIDE CHANGE, AND MAKE SLTPD THE BEST DEPARTMENT IN THE NATION.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy? YES [ ] NO [X]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
I WOULD LIKE TO DISCLOSE THAT MY WIFE IS AN OFFICER WITH THE SOUTH LAKE TAHOE POLICE DEPARTMENT

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [X] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: NOV 15, 2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST LAURA JEAN MIDDLE INITIAL LAST TEMPLIN COMMITTEE AND/OR CATEGORY APPLYING FOR: POLICE ADVISORY COMMISSION

RESIDENCE: STREET ADDRESS [redacted] CITY SOUTH LAKE TAHOE STATE CA ZIP CODE 96150

MAILING ADDRESS: P.O. BOX [redacted] CITY SOUTH LAKE TAHOE STATE CA ZIP CODE 96151

RESIDENCY: (Please select one)
CITY RESIDENT [X] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS:

EMPLOYER:
TWILIO

EDUCATION/EXPERIENCE:
BBA/MBA, GERMAN MINOR. TEMPLE UNIVERSITY, PHILA PA

20+ YRS BUILDING PRODUCTS THAT SOLVE HARD PROBLEMS AT SCALE

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:
FOUNDER PURPLE PLATFORM SUPPORTING

AT THE CROSS ROADS, MUTTVILLE, GIRLS FOR A CHANGE, SOROPTIMIST

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

BUILD A STRONG COMMUNITY / POLICE CHANNEL

TRASPARENT COMMUNICATION & TRUST

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [X] NO [ ]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [X] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: DEC 2, 2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and e-mail address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6006

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Chelcee	Y	Thomas	Police Advisory Commission

RESIDENCE: [redacted] STREET ADDRESS	CITY	STATE	ZIP CODE
	South Lake Tahoe	CA	96150

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
Same as Above			

RESIDENCY: (Please select one)
CITY RESIDENT [X] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: [redacted] EMAIL ADDRESS: [redacted]

EMPLOYER: Live Violence Free

EDUCATION/EXPERIENCE: I have an educational background in sociology and criminology, and also public administration at the doctorate level. I have previously participated in county commissions and advisory boards. I am deeply passtionate about our community and bring experience in community issues, collaborative partnerships, and advocacy.

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

Past Involvement: Child Abuse Prevention Council, Ault and Family Services Council Nevada County.

Current Involvement: Soroptimist International of South Lake Tahoe

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

I believe the Police Advisory Commissions serves a critical role in promoting relationships between the community and Police Department, providing a community voice in Police Department operations, and helping to support effective policing in our community. These responsibilities help to support policy and community collaboration. By serving on the Commission, I would prioritize serving as a community voice and bringing collaborative solutions. I would hope to promote policies that support transparency, community support for our Police Department, and collaborative relationships within the community.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [ ] NO [X]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [ ] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 11/8/2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number, and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

Planning Commission (2 members)
Gavin Fieger
[redacted]
Keith Roberts

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Gavin	C	Feiger	Planning Commission

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted]	South Lake Tahoe	CA	96150

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
Same			

RESIDENCY: (Please select one)
CITY RESIDENT [✓] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS: [redacted]

EMPLOYER:
League to Save Lake Tahoe

EDUCATION/EXPERIENCE:

Education: Masters or Environmental Science and Management, UC Santa Barbara, earned 2010, B.S. Geology, University of Washington, earned 2003; Land Use and Environmental Planning Certificate Program, UC Davis, in progress. Experience: 10+ years in land use and resource planning. League to

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

Currently in first one-year term as City of South Lake Tahoe Planning Commissioner

Lake Tahoe Bicycle Coalition, Board President, Community Mobility Workgroup, Co-Chair; South Shore Transportation Management Association, Board Secretary

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

It is the responsibility of the Planning Commission to make unbiased decisions and recommendations on land use applications and appeals, at times in a quasi-judicial capacity. Commissioners must be impartial and consider projects on their own merits under the City's land use regulations.

I hope to contribute to the City of South Lake Tahoe's government and community by helping facilitate a public venue for community stakeholders to learn about and provide input on planning issues and project proposals. I will help ensure that projects and plans meet City rules, regulations, goals, and policies.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [✓] NO [ ]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
My employer takes public stances on the environmental impacts of development projects at times.

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [✓] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 11.19.2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Keith	J.	Roberts	Plan

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted]	SLT	CA	96150

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
[redacted]	SLT	CA	96150

RESIDENCY: (Please select one)
CITY RESIDENT [X] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE [redacted] BUSINESS: EMAIL ADDRESS: [redacted]

EMPLOYER: Round Hill Pines Resort LLC

EDUCATION/EXPERIENCE:

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:
BBOA

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?
Assist our Council Members through information helping them continue to create a better future for SLT, I hope to be successful at providing accurate, timely and helpful assistance

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [X] NO [ ]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
Currently on BBOA

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [X] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification [illegible]

DATE: 12/07/2021 SIGNATURE [redacted]

Please note that the information provided on this application, including address, phone number, email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

City of South Lake Tahoe
Finance Department

DEC 16 2021

Parks & Recreation Commission (3 members 2-year terms, 1 member fill vacancy term until 2/2023)
Jerry Bindel
David Gregorich
Marissa Dondo
Aricela Ramos
Keith Roberts
Late Submittal – Margie Kovarik-Maxhimer

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Jerry	M	Bindel	Parks and Recreation Comission

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted]	South Lake Tahoe	CA	96150

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
[redacted]	South Lake Tahoe	CA	96150

RESIDENCY: (Please select one)
CITY RESIDENT [✔] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: [redacted] EMAIL ADDRESS: [redacted]

EMPLOYER:
Benchmark Hospitality, Forest Suites Resort

EDUCATION/EXPERIENCE:

BS in Hotel Administration, Comell University, 35 years in hospitality industry in locations including Garmisch, Germany, Breckenridge CO, Aruba, Washington DC

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

Current Rec Commissioner/Chair; Current LTVA/SLTTID Chair; Current SLTLA Treasurer; Current Valhalla Tahoe Treasurer;

Current Community Disaster Resource Center Treasurer; Current SSTMA Treasurer; Serving on Rec Center Steering Group

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

I would like to continue to serve on the Recreation Commission to support the new Recreation Center, as well as other Rec Commisison priorities.

I believe the responsibilities of the Recreation Commision are to support and assist City staff with access and improvement of all parks and recreation assets for our community

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [✔] NO [ ]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
None

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [✔] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualificat[redacted]

DATE: 12/1/2021 SIGNATURE [redacted]

Please note that the information provided on this applic[redacted] including [redacted] phone number and [redacted]ail address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
David Gregorich			Parks and Recreation Commission

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted] South Lake Tahoe	CA	96150	

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
same			

RESIDENCY: (Please select one)
CITY RESIDENT ☑ EL DORADO COUNTY RESIDENT ☐ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS: [redacted]

EMPLOYER:
Retired

EDUCATION/EXPERIENCE:

B.A. Geography, UC Davis; Master of City and Regional Planning, UC Berkeley

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

CA Tahoe Conservancy staff 1985-2018; Member, City P&R Commission 2019-present

Soccer and hockey referee; Secretary, N.Nv Soccer Referee Assn. 2012-2015

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

Assist the City in development, review and implementation of P&R projects/programs/policies. Public outreach.

Completing my 3rd year on the commission and excited to continue. Rec Center, bike trails, 56 Acres.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES ☑ NO ☐

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
work as a soccer referee

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☑ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 12/18/2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address, will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Marissa	Amy	Dondoe	Parks & Rec Commission

RESIDENCE: STREET ADDRESS [redacted] CITY South Lake Tahoe STATE CA ZIP CODE 96150

MAILING ADDRESS: P.O. BOX CITY STATE ZIP CODE
Same

RESIDENCY: (Please select one)
CITY RESIDENT ☐ EL DORADO COUNTY RESIDENT ☑ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: [redacted] EMAIL ADDRESS: [redacted]

EMPLOYER:
Government Accountability Office, Natural Resources and Environment division

EDUCATION/EXPERIENCE:

BA in Economics; MA in International Affairs; 12+ years of policy evaluation and program implementation experience, primarily focused on federal energy and environmental policies

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

community volunteer in food security and mentoring, including at local shelters and schools in D.C., San Francisco, and Oakland

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

Responsibilities: to provide researched input to help the city make informed policy decisions

I hope to bring my experience evaluating public programs to help the Council make the best possible decisions for residents.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES ☐ NO ☑

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:
No conflict of interests; my family recently relocated to SLT from Oakland, so I have not had an opportunity to attend a meeting.

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☐ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification [redacted]

DATE: 12/3/2021 SIGNATURE [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE

VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:
Aricela		Ramos	Parks and Recreation

RESIDENCE: STREET ADDRESS	CITY	STATE	ZIP CODE
[redacted]	S. Lake Tahoe	CA	96150

MAILING ADDRESS: P.O. BOX	CITY	STATE	ZIP CODE
[redacted]	S. Lake Tahoe	CA	96150

RESIDENCY: (Please select one)
CITY RESIDENT [✓] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS: [redacted]

EMPLOYER:
El Dorado County Public Health Department, Gary A. Glenesk M.D. Inc.

EDUCATION/EXPERIENCE:

BA Communications, Masters Public Health

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:

El Dorado Search & Rescue, TAMBA

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?

To advocate for strategies to ensure the success of our parks and recreation. I want to work as a team to make our city the best it can be.

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [ ] NO [✓]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [✓] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 12/27/2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST Keith MIDDLE INITIAL J LAST Roberts COMMITTEE AND/OR CATEGORY APPLYING FOR: Parks & Recreation Commission

RESIDENCE: STREET ADDRESS [redacted] CITY South Lake Tahoe, CA STATE ZIP CODE 96150

MAILING ADDRESS: [redacted] P.O. BOX CITY South Lake Tahoe, CA STATE ZIP CODE 96150

RESIDENCY: (Please select one)
CITY RESIDENT ☒ EL DORADO COUNTY RESIDENT ☐ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐

PHONE NUMBER(S): RESIDENCE: [redacted] BUSINESS: EMAIL ADDRESS:

EMPLOYER: Round Hill Pines Beach Resort LLC

EDUCATION/EXPERIENCE:

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:
BBOA - current

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?
Assist our Councilmembers with creating, planning & monitoring progress of city improvement projects. I hope to become a resourceful and respected member of the commission through diligent efforts

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy? YES ☐ NO ☒

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☒ NO ☐

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE: 12/10/2021 SIGNATURE: [redacted]

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

*Late Submittal 1K

From: Margie KOVARIK
To: Susan Blankenship
Subject: Parks and Rec Commission application
Date: Wednesday, December 29, 2021 7:30:40 AM
Attachments: Application Parks Re.pdf

Dear Susan Blakenship,

Attached is my application for the Parks and Recreation Commission. I realize my application was due yesterday at 5:00. I did not expect to be caught on the opposite side of town due to extreme weather conditions and traffic. I was without power for 3 days not long ago and have had trouble catching up.

I understand if this application does not qualify and am grateful for the opportunity to apply at all.

Sincerely,
Margie Kovarik-Maxhimer

December 28, 2021

South Lake Tahoe City Council
1901 Lisa Maloff Way, Suite 206
South Lake Tahoe, CA 96150

Dear Council,

Please accept this application for the open seat on the Parks and Recreation Commission. I have been a resident of South Lake Tahoe for 34 years, and in that time have owned and operated several tourism related retail shops under the umbrella of Tahoe Summers Inc. Currently my husband I are in the rental housing business for mostly long term rentals.

I am confident that I would bring a new perspective based on my number of years in business and the diversity of my businesses in the South Shore. My involvement in the business community is far reaching and includes being the current Treasurer of the Kiwanis Club of Lake Tahoe.

I am a pickleball enthusiast, which brings me to the recreation center quite often. Over the decades of living in Lake Tahoe I have been active in all sorts of athletic activities such as mountain biking, skiing, snowshoeing, co-ed softball, hiking and a very long time ago, volleyball. This year the Rec Center has been a great partner in the Sock Drive sponsored by the Kiwanis Club of Lake Tahoe.

I have enjoyed watching the Recreation Center evolve over the past several years and am encouraged by the progress of moving forward on the new designs. Speaking with Dave Hamilton, a current member of the commission, I decided to apply for the open position.

Thank you for the opportunity to represent this important sector of the South Shore. I look forward to the opportunity to work with the other commission members and the city council on furthering the initiatives of the Parks and Recreation Commission for our entire community.

Best regards,

Margie Kovarik-Maxhimer

CITY OF SOUTH LAKE TAHOE
VOLUNTEER COMMISSION/BOARD MEMBER APPLICATION

Please Legibly Print or Type

NAME: FIRST Margaret MIDDLE INITIAL L LAST Kovarik COMMITTEE AND/OR CATEGORY APPLYING FOR: Parks & Rec Commission

RESIDENCE: STREET ADDRESS [redacted] CITY South Lake Tahoe STATE CA ZIP CODE 96150

MAILING ADDRESS: P.O. BOX [redacted] CITY South Lake Tahoe STATE CA ZIP CODE 96158

RESIDENCY: (Please select one)
CITY RESIDENT [X] EL DORADO COUNTY RESIDENT [ ] DOUGLAS COUNTY RESIDENT [ ] STATE OF NEVADA RESIDENT [ ]

PHONE NUMBER(S): RESIDENCE [redacted] BUSINESS: EMAIL ADDRESS [redacted]

EMPLOYER: Self employed

EDUCATION/EXPERIENCE:
BA Accounting & Business Carroll College
Business owner 30 yrs

PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:
LTVA - Marketing Committee 10 yrs
Bread & Broth volunteer / B&B Backpack for kids volunteer
Kiwanis Club of LT - 25+yrs Sock Drive leader

WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?
Responsibilities would be to attend all meetings, and any other relevant meetings. To move the rec center project forward

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?
YES [ ] NO [X]

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES [X] NO [ ]

CERTIFICATE OF APPLICANT:
I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification from consideration.

DATE: 12.28.21 SIGNATURE [redacted]

Please note that the information provided on this application, including addresses, telephone numbers and email addresses will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

From: Susan Blankenship
Bcc: [redacted]
Subject: Arts, Culture and Tourism Commission
Date: Thursday, October 21, 2021 8:07:22 AM
Attachments: image001.png

Congratulations on your appointment to the City's Arts, Culture and Tourism Commission!

The City Council made the following appointments:

Scott Forrest (1 year term, expiring 2/2022) (I know this is coming up soon, I will keep your application for the next appointment of a 2-year term)
Bryan Yerian (1 year term, expiring 2/2022) (I know this is coming up soon, I will keep your application for the next appointment of a 2-year term)
Stacey Ballard (2 year term, expiring 2/2023)
Eleanor Brennan (2 year term, expiring 2/2023)
David Hamilton (2 year term, expiring 2/2023)

You will be contacted within the next few weeks to schedule the first meeting of the ACTC. During the first meeting, you will be administered an Oath of Office and select a Chair and Vice-Chair, followed by an introduction and next steps by City staff. City staff assigned as liaison to this commission is Sheree Juarez, Projects & Communications Specialist. They may be reached at sjuarez@cityofslt.us or (530) 542-7950.

Have a fabulous day!

Sincerely,

Susan Blankenship, CMC
City Clerk
City of South Lake Tahoe, CA
o/(530) 542-6005
c/(530) 318-1461
f/(530) 542-7411
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
http://www.cityofslt.us

Please note that email correspondence with the City of South Lake Tahoe, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt.

From: Susan Blankenship
Bcc: [redacted]
Subject: Police Advisory Commission- Information and 2022 Meeting Calendar
Date: Thursday, November 4, 2021 1:39:42 PM
Attachments: image001.png

Good afternoon Commissioners,

It was great to meet you! Congratulations to Chair Tom Davis and Vice Chair Ayana Morali.

You may use this link to view meeting materials from the October 28 PAC meeting.
https://www.csltbusiness.com/WebLink/Browse.aspx?id=48097&dbid=0&repo=cityclerk

You may view the meeting recording on the City's website at this location in "Available Archives"
https://www.cityofslt.us/84/Watch-City-CouncilPlanning-Commission-Me

At your meeting we discussed a quarterly meeting schedule for 2022. Staff are putting forward the following:

Police Advisory Commission 2022 Regular Meeting Calendar
City Hall - City Council Chambers
All meetings will be held from 4-6 p.m.

Wednesday, January 19
Wednesday, April 6
Wednesday, August 10
Wednesday, October 5

Commission Appointments:

Police Advisory Commission (Alternating 2 Year Terms)

Meets quarterly to advise, assist and collaborate on police/community issues.

Name	Date Appointed	Term Expires
Ayana Morali	8/3/2021	2/2023
Erika Gonzalez	8/3/2021	2/2023
Tom Davis	8/3/2021	2/2023
Claudia Anderson	8/3/2021	2/2022
Justin Zunino	8/3/2021	2/2022

Claudia and Justin, Strange as it is, the Council will be making appointments to the PAC in January 2022. Since we just got started, I will put your applications back in ring and let Council know that you would both like to be appointed to a 2-year term. Please confirm.

I think that is everything.

Have a great weekend!

Sincerely,

Susan Blankenship, CMC
City Clerk
City of South Lake Tahoe, CA
o/(530) 542-6005
c/(530) 318-1461
f/(530) 542-7411
sblankenship@cityofslt.us

CITY OF
SOUTH LAKE TAHOE

http://www.cityofslt.us

Please note that email correspondence with the City of South Lake Tahoe, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt.

From: Susan Blankenship
Cc: [redacted]
Subject: City Council Appointments City Hall, January 18, 202,2, 5:30 p.m.
Date: Thursday, January 6, 2022 12:08:12 PM
Attachments: image001.png

Good afternoon,

You are being contacted because you have applied to serve on a City Board or Commission.

At their January 18, 2022, 5:30 p.m. meeting, City Council will be appointing members to serve 2-year terms to the Arts, Culture, and Tourism Commission, Building Board of Appeals, Police Advisory Commission, Planning Commission, and Parks & Recreation Commission. This Item will be taken up under Unfinished Business and should be heard sometime between 5:30-6:30 p.m.

You are strongly encouraged to attend in person or via ZOOM to speak to Council. Please let me know if you will be attending in person, via ZOOM, or if you are unable to attend.

I will send a copy of the Agenda next week once it is finalized. The Agenda will include ZOOM information.

Sincerely,

Susan Blankenship, CMC
City Clerk
City of South Lake Tahoe, CA
o/(530) 542-6005
c/(530) 318-1461
f/(530) 542-7411
sblankenship@cityofslt.us

CITY OF SOUTH LAKE TAHOE
http://www.cityofslt.us

Please note that email correspondence with the City of South Lake Tahoe, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt.

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: An Ordinance Amending Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code to Establish Requirements for Movable Tiny Homes (First Reading)

Location: Citywide

Responsible Staff Member: Hilary Roverud, Director of Development Services (530) 542-6024

Background: At the June 15, 2021 City Council meeting, City Council requested that staff bring back a discussion regarding the potential to allow mobile tiny homes to remain on wheels and not require a permanent foundation.

On August 12, 2021 the Planning Commission conducted a public hearing and discussion on the potential to allow mobile tiny homes as residential units. Discussion topics and recommendations were then presented to the City Council on October 19, 2021 for further public input and discussion. The City Council directed staff to draft an ordinance to allow movable tiny homes as residential structures, subject to specified criteria for installation and design.

On December 16, 2021 the Planning Commission held a public hearing and considered a recommendation to City Council on adoption of an ordinance presented by staff. The Planning Commission received public input and deliberated on the ordinance then adopted the attached Resolution 2021-16, by 4-1 vote, recommending adoption with the following modifications:

a. Make amendments to prohibit movable tiny houses from being used as multi-family housing,
b. Section 6.85.060.D.12.b - Specify that skirting must be “solid and fixed at all times,”
c. Section 6.85.060.D.18 – Specify that structures associated with the movable tiny house shall “be designed to be detached from the movable tiny house at all times.”

The commissioner voting no on the resolution did not agree with the recommendation to prohibit movable tiny homes from being used as multi-family housing.

Issue and Discussion: The ordinance presented to the Planning Commission would allow movable tiny homes to be installed as accessory dwelling units, single-family residences, and multi-family residences subject to the requirements applicable to the

proposed residential use (i.e. setbacks, parking, maximum number, height, etc.) and the requirements included in the proposed ordinance. The ordinance also includes corresponding changes to City Code Sections 6.85.030.A.2.p and 6.85.050.F.4 (regarding permanent foundations and accessory dwelling units) which are needed to create internal consistency within the City Code. Requirements specific to movable tiny homes include criteria for utility connections, mechanical equipment screening, exterior design, fire safety, snow loads, and installation. A single-family residential or accessory dwelling unit permit would be required for installation of a movable tiny house which is subject to a ministerial review process. Movable tiny homes proposed for multi-family installation would be subject to the adopted objective residential design and development standards where projects meeting architectural standards are reviewed ministerially and others are reviewed by the Planning Commission in a discretionary process. Separate permitting by the Tahoe Regional Planning Agency is also required.

Public input provided at the Planning Commission hearing was in support of adopting the ordinance. The main topic of discussion among the Planning Commissioners centered on allowing movable tiny homes to be used in multi-family applications. The staff recommendation to allow them in multi-family projects is based on public feedback and City Council direction at the October 19, 2021 meeting on the need to provide more housing options and the need to allow easier and less expensive development of small housing units by not requiring a foundation for tiny homes.

Planning Commissioners expressed the following concerns with movable tiny homes as multi-family units:

- Allowing them in multi-family projects doesn’t add allowable density as it does with ADUs.
- Distinction between tiny homes as multi-family units and Special Occupancy Park regulations by the state.
- Skirting around building code requirements with fewer construction standard requirements.
- Durability of movable tiny homes in multi-family projects.
- Loss of property tax where movable tiny homes are used.
- Concern with electricity infrastructure requirements for the potential number of new units.
- Concern with allowing movable tiny homes where zoning allows multi-family instead of only where zoning allows mobile homes.

The Planning Commission considered the potential to allow movable tiny homes as multi-family units on case-by-case basis with Planning Commission discretionary review and/or requiring a portion of multi-family projects to be stick built. However, motions to recommend these modifications were not presented.

The Planning Commission recommendation also includes minor text changes in requirements for skirting and structures constructed in association with a movable tiny home.

A draft ordinance reflecting the Planning Commission recommendation excluding use for multi-family projects is attached for consideration along with a draft ordinance that includes Planning Commission recommendations on minor text changes without removing multi-family projects from the potential use of movable tiny homes.

Financial Implications: A resolution amending the Master Fee Schedule to include permit application fees for movable tiny homes will be presented to the City Council prior to ordinance effective date. Movable tiny homes registered with the DMV as Park Model RVs are not considered to be real estate subject to property value assessment and property taxes.

Environmental Considerations: The proposed ordinance allows for the use of movable tiny homes as residences however it does not change the intensity or density of allowable residential uses beyond what is currently allowed on a permanent foundation. The proposed ordinance is consistent with the 2030 General Plan, directly implements several of the General Plan policies and is consistent with the 2014-2022 Housing Element, which is an integral part of the General Plan. The 2030 General Plan EIR adequately addresses the potential environmental impacts of the proposed ordinance. The General Plan EIR is available on the City website at: https://www.cityofslt.us/575/General-Plan. Based on the analysis and findings contained in the attached Environmental Determination, it is recommended that the City Council find that no further environmental analysis is required under CEQA Guidelines section 15162 because the proposed ordinance is within the scope of the previous EIR and there are no substantial changes to the project or the circumstances that require major revisions to the previous EIR due to new significant environmental effects and no new information of substantial importance that shows the project will have significant effects not discussed in the previous EIR, significant effects previously examined would be more severe, or mitigation measures or alternatives previously found not to be feasible would substantially reduce one or more significant effects.

Policy Implications: Applicable adopted General Plan policies include:

Policy LU-3.1: Complete Neighborhoods
The City shall promote complete and distinct neighborhoods that promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; and are family-friendly.

Policy LU-3.3: Diverse Housing Choices
The City shall promote a wide range of housing opportunities, both ownership and rental, for all income levels.

Policy LU-3.5: Clean and Quiet Neighborhoods
The City shall coordinate efforts with homeowner associations and other neighborhood groups and schools, to develop strategies to ensure clean and quiet and safe residential neighborhoods. These strategies should include neighborhood beautification programs.

Policy LU-3.6: Residential Variety in Existing Neighborhoods
The City shall encourage development of a variety of new housing types that provide housing choices for consumers in terms of types of units, location, unit sizes, costs, design, amount of privacy, and neighborhood environment, while preserving existing neighborhood character.

Policy LU-8.6: Existing Neighborhood Character Protection
The City shall require that new development and improvements in existing residential neighborhoods are consistent with the neighborhoods historic land use patterns, distinct style, and architectural identity.

Policy LU-8.7: Scenic Quality of New Projects
The City shall ensure that new projects improve, enhance, and protect the scenic quality of South Lake Tahoe's built and natural environments

Policy HE 2-3: The City shall encourage a range of housing options so that people who work in South Lake Tahoe can choose to live in the city.

Policy HE 2-6: The City shall ensure that deed-restricted affordable housing is created using attractive, long-lasting, low-maintenance materials.

Policy HE 7-2: The City shall encourage compatibility of physical design, building structure, and lot layout relationships between existing and new construction to help the new developments complement the surrounding neighborhoods.

Policy HE 7-5: To create a balanced community, the City shall promote mixed-income neighborhoods by encouraging innovative design (e.g., second units, co-housing, half-plexes, zipper lots, zero-lot lines, alley-loaded parking, six pack subdivisions, live-work units).

Resolution 2021-16

Adopted by the City of South Lake Tahoe Planning Commission

December 16, 2021

RECOMMENDING THE CITY OF SOUTH LAKE TAHOE CITY COUNCIL AMEND CITY CODE SECTIONS 6.85.030.A.2.P AND 6.85.050.F.4, AND ADOPT AN ORDINANCE CREATING CITY CODE SECTION 6.85.060 TO ESTABLISH REQUIREMENTS FOR MOVABLE TINY HOMES

BACKGROUND

A. On September 7, 2021, the Planning Commission conducted a public meeting to solicit public comment and discuss the potential to use movable tiny homes as a housing option.

B. On October 19, 2021, the City Council conducted a public meeting to solicit public comment on and discuss the potential to use movable tiny homes as a housing option.

C. On December 16, 2021 the Planning Commission conducted a public hearing to consider amendments to the City Code that would allow for the use of movable tiny homes as housing and establish applicable criteria.

D. The City of South Lake Tahoe Planning Commission has reviewed and considered the ordinance and environmental analysis at a duly noticed public hearing.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City of South Lake Tahoe Planning Commission:

1. Does hereby recommend that the City Council find that the 2030 General Plan EIR adequately addresses the potential environmental impacts of the proposed ordinance and that no further environmental analysis is required to comply with the California Environmental Quality Act (CEQA), and Guidelines under CEQA section 15162 because the proposed Ordinance is within the scope of the previous EIR and there are no substantial changes to the project or the circumstances that require major revisions to the

previous EIR due to new significant environmental effects and no new information of substantial importance that shows the project will have significant effects not discussed in the previous EIR, significant effects previously examined would be more severe, or mitigation measures or alternatives previously found not to be feasible would substantially reduce one or more significant effects.

2. Does hereby recommend that the City of South Lake Tahoe City Council amend City Code Sections 6.85.030.A.2.p and 6.85.050.F.4, and adopt the ordinance creating City Code Section 6.85.060 to establish requirements for movable tiny homes (Exhibit A) with the following revisions:

    a. Make amendments to prohibit movable tiny houses from being used as multi-family housing,
    b. Section 6.85.060.D.12.b - Specify that skirting must be "solid and fixed at all times,"
    c. Section 6.85.060.D.18 – Specify that structures associated with the movable tiny house shall "be designed to be detached from the movable tiny house at all times."

Adopted by the City of South Lake Tahoe Planning Commission on December 16, 2021 by the following vote:

Yes: Hibbard, Rahbeck, Wieczorek and Williams
No: Feiger

Mason Hibbard
Mason Hibbard (Dec 29, 2021 15:10 PST)

Mason Hibbard, Chair

Date: Dec 29, 2021

Attest:

Sue Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe Planning Commission.

Exhibit A

SECTION 1. Section 6.85.030.A.2.p (Permanent Foundations) is hereby amended to read as follows:

Permanent Foundations. A manufactured home, tiny home, factory built home or similar dwelling unit designed for occupancy as a permanent dwelling shall be allowed as a dwelling on those parcels where single-family dwellings are permitted in compliance with the requirements of the applicable zoning district, and subject to the same development standards to which a conventional single-family residential dwelling on the same lot would be subject to. Mobile homes shall be allowed as a dwelling in compliance with the requirements of the applicable plan area statement. The following standards apply to both types of homes:

> i. Permanent Foundation. Except when located in a mobile home park, or approved as a movable tiny house (Section 6.85.060), a dwelling unit shall be placed on a permanent foundation system and shall be subject to the same provisions, regulations and restrictions as a conventionally constructed single-family residence.
>
> ii. Prior-to-Installation Requirements. Prior to installation of a manufactured home on a designated foundation system, the owner or a licensed contractor shall obtain a building permit. To obtain such a permit, the owner or contractor shall comply with all requirements of Section 18551(a) of the Health and Safety Code, as may be amended from time to time.

SECTION 2. Section 6.85.050.F.4 (Permanent Foundations) is hereby amended to read as follows:

Permanent Foundations.

> a. All accessory dwelling units shall be permanently attached to a permanent foundation as described in SLTCC 6.85.030(A)(2)(p) unless approved as a movable tiny house (Section 6.85.060).
>
> b. A recreational vehicle, commercial coach, trailer, motor home, camper, camping trailer, or boat shall not be used as an accessory dwelling unit. Movable tiny houses (as defined in Section 6.85.060) may be used as accessory dwelling units subject to the requirements of Section 6.85.060.

SECTION 3. Section 6.85.060 (Park Model Recreational Vehicle Tiny Homes: Use as Dwelling) is added to Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code as follows:

6.85.060 – Park Model Recreational Vehicle Tiny Homes: Use as Dwelling

A. "Moveable tiny house" means a Park Model Recreational Vehicle functioning as a separate, independent dwelling unit that is no larger than 400 square feet (excluding lofts) providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation; is mounted on a wheeled trailer chassis; and is titled and registered to tow with the California Department of Motor Vehicles.

B. "Park Model Recreational Vehicle" means a towable recreational vehicle designed to provide temporary living quarters for recreational, seasonal, camping or travel use. Park Model Recreational Vehicle are built on a single trailer chassis, mounted on wheels and have a gross trailer area not exceeding 400 square feet. A Park Model Recreational Vehicle shall be considered a moveable tiny house for the purpose of Section 6.85.060 if it otherwise satisfies all requirements of this Section.

C. Movable tiny houses shall not be used as vacation home rentals or hosted rentals.

D. Development Standards. Moveable tiny houses shall conform with the requirements for a new detached accessory dwelling unit, a new primary single-family residence, or a new multi-family residential development, as applied to the proposed use and Plan Area Statement, Community Plan or Area Plan in which the site of the proposed moveable tiny house is located, except as modified by this subsection.

   1. Number. Movable tiny houses are limited to the following number per parcel:
      a. Single-family residence: 1 per parcel.
      b. Accessory Dwelling Unit: 1 per parcel.
      c. Multi-family residences: Maximum density allowed by applicable Plan Area Statement, Community Plan or Area Plan.
   2. Maintenance. The property shall be maintained as set forth in the International Property Maintenance Code as adopted by reference in Section 6.15.010(K).
   3. Location. The moveable tiny house shall be located in conformance with setback requirements of a single-family, multi-family or accessory dwelling unit as applicable. In addition, movable tiny houses shall maintain a 10-foot setback from other structures on the parcel.
   4. Size. The maximum square footage or habitable floor space for a moveable tiny house shall be 400 square feet, as measured by exterior wall dimensions (lofts shall not be counted toward the maximum square footage). The moveable tiny house shall have at least 100 square feet of first floor interior living space.
   5. Design. The design of a tiny house shall resemble the general appearance, exterior materials and features of a traditional home including pitched roof, eaves, and residential windows. Exterior materials shall not include aluminum or fiberglass, typical of a recreational vehicle.
   6. Living area Extensions. The roof and all exterior walls shall not be fixed with slide-outs, tip-outs or other forms of room area extensions.
   7. Energy Efficiency. Applications submitted for tiny houses shall include documentation that the tiny house has been constructed to exceed ANSI energy and insulation standards by including insulation with values of R13 for the walls and R19 for the floor and ceiling.

8. Parking Spaces. Moveable tiny houses shall comply with parking requirements for single-family residences, multi-family residences, or accessory dwelling units as applicable to the proposed use.
9. Replacement Parking. Where a moveable tiny house occupies a required parking space, a replacement parking space is required. A replacement parking space may be located in any configuration on the same lot as the moveable tiny house, in compliance with Chapter 6.85.
10. Mechanical Equipment. All mechanical equipment for a moveable tiny house shall be incorporated into the structure, screened from view from public right of way, and shall not be located on the roof.
11. Utility Connections and Requirements. A movable tiny house shall be connected to water supply and sewage disposal facilities approved by the County's Environmental Health Department, utility provider and City Building Division. Utility connection features may require protective bollards at the discretion of the Building Official.
12. Foundation Requirements. Once sited, moveable tiny houses shall meet the following foundation requirements:
    a. The moveable tiny house shall not have its wheels removed, and all wheels and leveling/support jacks shall sit on a paved surface sufficient to support its weight. Plans for pad construction shall include certification from a California registered engineer that the pad design is sufficient to support the weight of the movable tiny house.
    b. The undercarriage including wheels, axles, tongue and hitch shall be concealed from view by skirting and other necessary physical screening.
    c. The movable tiny house shall be tied down with anchors or otherwise stabilized as designed by the manufacturer.
13. Emergency and Rescue Openings. Moveable tiny houses shall meet the requirements of Section R310 of the California Building Code for emergency escape and rescue openings.
14. Defensible Space. Installation of a moveable tiny house requires approval of a defensible space plan and inspection by the Fire Department.
15. Movable tiny houses shall be constructed with ignition-resistant materials and glazed openings in compliance with Section R337 of the California Residential Code.
16. Movable Tiny houses shall be constructed to withstand minimum snow and wind loads for the proposed location as described in Section 6.15.160. Certification from the manufacturer or a California registered engineer is required.
17. Movable tiny houses shall be designed to address snow shed impact areas as described in section 6.15.160.O.
18. Structures such as porches, decks and other associated structures associated with the movable tiny house shall be designed to detach from the movable tiny house and shall meet the requirements of the California Building Code.

E. A building permit shall be obtained for installation of a subpanel appropriately sized for the movable tiny house's amperage, electrical pedestal, and approved exterior outlets in the location the movable tiny house will be installed, unless

otherwise designed to be self-contained to provide equal electrical accommodations (e.g. fully relying on solar power and battery backup). Separate electric meters may be permitted if approved by the Building Official and utility provider. Protective bollards may be required at the discretion of the Building Official. Movable tiny houses relying on a generator for permanent power are prohibited.

F. Addresses. Moveable tiny houses shall include separate addressing posted in compliance with SLTCC 6.15.160 J. Building Address.

G. Access roads shall meet state and local fire code standards as determined by the City Fire Department.

H. Permit Required. A movable tiny house shall be approved through an accessory dwelling unit, single-family residence, or multi-family residence permit as applicable to the proposed use. In addition to applicable requirements associated with those permits the following additional information is required for a movable tiny house.

1. Proof that the proposed moveable tiny house is licensed and registered with the California Department of Motor Vehicles;
2. Proof that the proposed moveable tiny house has been certified by a qualified third-party inspector as meeting ANSI, 119.2 or 119.5 requirements or comparable standards;
3. Proof that the applicant is the property owner, or has sufficient written permission from the property owner, of the intended location of the proposed moveable tiny house;
4. Proof of Tahoe Regional Planning Agency approval;
5. Plans and supporting documents as required by Development Services Department submittal checklist to demonstrate compliance with this Section;
6. Prior to the issuance of building permits, a covenant agreement shall be recorded which discloses the status as a permitted movable tiny house and agreeing that the property will be owner-occupied and not utilized as a vacation home rental or hosted rental. This agreement shall be recorded in the office of the County Recorder to provide constructive notice to all future owners of the property. The covenant agreement also may contain authorization for inspections for compliance with the agreement and to verify continued compliance with requirements of this section and state health and safety codes.
7. Movable Tiny House Replacement. Replacement or installation of a new movable tiny house shall require approval of a new permit. No more than one permit for a movable tiny house or houses on one parcel shall be issued within one year.

Resolution 2021-16 Movable Tiny Home Ordinance

Final Audit Report 2021-12-29

Created:	2021-12-17
By:	jo Mcdonough (jmcdonough@cityofslt.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAWSW9pb_uoCo7D6RXM4XY91QdiSJLtvxt

"Resolution 2021-16 Movable Tiny Home Ordinance" History

Document created by jo Mcdonough (jmcdonough@cityofslt.us)
2021-12-17 - 9:19:54 PM GMT- IP address: 128.92.136.146

Document emailed to Sue Blankenship (sblankenship@cityofslt.us) for signature
2021-12-17 - 9:20:50 PM GMT

Email viewed by Sue Blankenship (sblankenship@cityofslt.us)
2021-12-17 - 9:22:35 PM GMT- IP address: 128.92.136.146

Document e-signed by Sue Blankenship (sblankenship@cityofslt.us)
Signature Date: 2021-12-17 - 9:22:52 PM GMT - Time Source: server- IP address: 128.92.136.146

Document emailed to Mason Hibbard (mhibbard@cityofslt.us) for signature
2021-12-17 - 9:22:54 PM GMT

Email viewed by Mason Hibbard (mhibbard@cityofslt.us)
2021-12-29 - 11:05:00 PM GMT- IP address: 166.216.158.78

Document e-signed by Mason Hibbard (mhibbard@cityofslt.us)
Signature Date: 2021-12-29 - 11:10:22 PM GMT - Time Source: server- IP address: 166.216.158.78

Agreement completed.
2021-12-29 - 11:10:22 PM GMT

Adobe Sign

Ordinance 2022-XXX

Adopted by the City of South Lake Tahoe City Council

February 1, 2022

Ordinance Amending Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code to Establish Requirements for Movable Tiny Homes

FINDINGS

A. The City General Plan Housing Element (2014) and the South Shore Region Housing Needs and Opportunities Report (2019) identified a general disparity between wages and the cost of housing in South Lake Tahoe. There is a need for new housing construction, especially housing to serve moderate, low, very low, and extremely low income residents.

B. On March 2, 2021 the City Council adopted Ordinance 2021-1152 amending the City Code to allow for the development of accessory dwelling units on parcels zoned for single family and multi-family land uses.

C. The City has since engaged the public in a discussion on whether to allow movable tiny homes to be installed within the City as single-family, multi-family and accessory dwelling units. The Planning Commission held a public meeting and discussion on August 2, 2021 and the City Council held a public meeting and discussion on October 19, 2021 regarding policy direction on the issue.

D. On December 16, 2021 the City Planning Commission held a public hearing and adopted Resolution 2021-16 recommending adoption of an ordinance that would allow movable tiny homes to be utilized as single-family and accessory dwelling units.

Now, Therefore, the City Council of City of South Lake Tahoe does ordain as follows:

SECTION 1.

1. That the action taken on this matter and recommendations made after consideration of the whole administrative record are consistent with Government Code Section 65853 et seq.; and

2. That the 2030 General Plan EIR adequately addresses the potential environmental impacts of the proposed ordinance and that no further environmental analysis is required to comply with the California Environmental Quality Act, Statue and Guidelines under CEQA Guidelines section 15162 because the proposed Ordinance is within the scope of the previous EIR and there are no substantial changes to the project or the circumstances that require major revisions to the previous EIR due to new significant environmental effects and no new information of substantial importance that shows the project will have significant effects not discussed in the previous EIR, significant effects previously examined would be more severe, or mitigation measures or alternatives previously found not to be feasible would substantially reduce one or more significant effects.

SECTION 2. Section 6.85.030.A.2.p (Permanent Foundations) is hereby amended to read as follows:

Permanent Foundations. A manufactured home, tiny home, factory built home or similar dwelling unit designed for occupancy as a permanent dwelling shall be allowed as a dwelling on those parcels where single-family dwellings are permitted in compliance with the requirements of the applicable zoning district, and subject to the same development standards to which a conventional single-family residential dwelling on the same lot would be subject to. Mobile homes shall be allowed as a dwelling in compliance with the requirements of the applicable plan area statement. The following standards apply to both types of homes:

i. Permanent Foundation. Except when located in a mobile home park, or approved as a movable tiny house (Section 6.85.060), a dwelling unit shall be placed on a permanent foundation system and shall be subject to the same provisions, regulations and restrictions as a conventionally constructed single-family residence.

ii. Prior-to-Installation Requirements. Prior to installation of a manufactured home on a designated foundation system, the owner or a

licensed contractor shall obtain a building permit. To obtain such a permit, the owner or contractor shall comply with all requirements of Section 18551(a) of the Health and Safety Code, as may be amended from time to time.

SECTION 3. Section 6.85.050.F.4 (Permanent Foundations) is hereby amended to read as follows:

Permanent Foundations.

a. All accessory dwelling units shall be permanently attached to a permanent foundation as described in SLTCC 6.85.030(A)(2)(p) unless approved as a movable tiny house (Section 6.85.060).

b. A recreational vehicle, commercial coach, trailer, motor home, camper, camping trailer, or boat shall not be used as an accessory dwelling unit. Movable tiny houses (as defined in Section 6.85.060) may be used as accessory dwelling units subject to the requirements of Section 6.85.060.

SECTION 4. Section 6.85.060 (Park Model Recreational Vehicle Tiny Homes: Use as Dwelling) is added to Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code as follows:

6.85.060 – Park Model Recreational Vehicle Tiny Homes: Use as Dwelling

A. “Moveable tiny house” means a Park Model Recreational Vehicle functioning as a separate, independent dwelling unit that is no larger than 400 square feet (excluding lofts) providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation; is mounted on a wheeled trailer chassis; and is titled and registered to tow with the California Department of Motor Vehicles.
B. “Park Model Recreational Vehicle” means a towable recreational vehicle designed to provide temporary living quarters for recreational, seasonal, camping or travel use. Park Model Recreational Vehicles are built on a single trailer chassis, mounted on wheels and have a gross trailer area not exceeding 400 square feet. A Park Model Recreational Vehicle shall be considered a moveable tiny house for the purpose of Section 6.85.060 if it otherwise satisfies all requirements of this Section.
C. Movable tiny houses shall not be used as vacation home rentals or hosted rentals.
D. Development Standards. Moveable tiny houses shall conform with the requirements for a new detached accessory dwelling unit or a new primary single-family residenceas applied to the proposed use and Plan Area Statement, Community Plan or Area Plan in which the site of the proposed moveable tiny house is located, except as modified by this subsection.

1. Number. Movable tiny houses are limited to the following number per parcel:
    a. Single-family residence: 1 per parcel.
    b. Accessory Dwelling Unit: 1 per parcel.
2. Maintenance. The property shall be maintained as set forth in the International Property Maintenance Code as adopted by reference in Section 6.15.010(K).
3. Location. The moveable tiny house shall be located in conformance with setback requirements of a single-family or accessory dwelling unit as applicable. In addition, movable tiny houses shall maintain a 10-foot setback from other structures on the parcel.
4. Size. The maximum square footage or habitable floor space for a moveable tiny house shall be 400 square feet, as measured by exterior wall dimensions (lofts shall not be counted toward the maximum square footage). The moveable tiny house shall have at least 100 square feet of first floor interior living space.
5. Design. The design of a tiny house shall resemble the general appearance, exterior materials and features of a traditional home including pitched roof, eaves, and residential windows. Exterior materials shall not include aluminum or fiberglass, typical of a recreational vehicle.
6. Living area Extensions. The roof and all exterior walls shall not be fixed with slide-outs, tip-outs or other forms of room area extensions.
7. Energy Efficiency. Applications submitted for tiny houses shall include documentation that the tiny house has been constructed to exceed ANSI energy and insulation standards by including insulation with values of R13 for the walls and R19 for the floor and ceiling.
8. Parking Spaces. Moveable tiny houses shall comply with parking requirements for single-family residences or accessory dwelling units as applicable to the proposed use.
9. Replacement Parking. Where a moveable tiny house occupies a required parking space, a replacement parking space is required. A replacement parking space may be located in any configuration on the same lot as the moveable tiny house, in compliance with Chapter 6.85.
10. Mechanical Equipment. All mechanical equipment for a moveable tiny house shall be incorporated into the structure, screened from view from public right of way, and shall not be located on the roof.
11. Utility Connections and Requirements. A movable tiny house shall be connected to water supply and sewage disposal facilities approved by the County's Environmental Health Department, utility provider and City Building Division. Utility connection features may require protective bollards at the discretion of the Building Official.
12. Foundation Requirements. Once sited, moveable tiny houses shall meet the following foundation requirements:
    a. The moveable tiny house shall not have its wheels removed, and all wheels and leveling/support jacks shall sit on a paved surface

sufficient to support its weight. Plans for pad construction shall include certification from a California registered engineer that the pad design is sufficient to support the weight of the movable tiny house.

b. The undercarriage including wheels, axles, tongue and hitch shall be concealed from view by skirting that is solid and fixed at all times and other necessary physical screening.

c. The movable tiny house shall be tied down with anchors or otherwise stabilized as designed by the manufacturer.

13. Emergency and Rescue Openings. Moveable tiny houses shall meet the requirements of Section R310 of the California Building Code for emergency escape and rescue openings.

14. Defensible Space. Installation of a moveable tiny house requires approval of a defensible space plan and inspection by the Fire Department.

15. Movable tiny houses shall be constructed with ignition-resistant materials and glazed openings in compliance with Section R337 of the California Residential Code.

16. Movable Tiny houses shall be constructed to withstand minimum snow and wind loads for the proposed location as described in Section 6.15.160. Certification from the manufacturer or a California registered engineer is required.

17. Movable tiny houses shall be designed to address snow shed impact areas as described in section 6.15.160.O.

18. Structures such as porches, decks and other associated structures associated with the movable tiny house shall be designed to be detached from the movable tiny house at all times and shall meet the requirements of the California Building Code.

E. A building permit shall be obtained for installation of a subpanel appropriately sized for the movable tiny house's amperage, electrical pedestal, and approved exterior outlets in the location the movable tiny house will be installed, unless otherwise designed to be self-contained to provide equal electrical accommodations (e.g. fully relying on solar power and battery backup). Separate electric meters may be permitted if approved by the Building Official and utility provider. Protective bollards may be required at the discretion of the Building Official. Movable tiny houses relying on a generator for permanent power are prohibited.

F. Addresses. Moveable tiny houses shall include separate addressing posted in compliance with SLTCC 6.15.160 J. Building Address.

G. Access roads shall meet state and local fire code standards as determined by the City Fire Department.

H. Permit Required. A movable tiny house shall be approved through an accessory dwelling unit or single-family residence permit as applicable to the proposed use. In addition to applicable requirements associated with those permits, the following additional information is required for a movable tiny house.

1. Proof that the proposed moveable tiny house is licensed and registered with the California Department of Motor Vehicles;
2. Proof that the proposed moveable tiny house has been certified by a qualified third-party inspector as meeting ANSI, 119.2 or 119.5 requirements or comparable standards;
3. Proof that the applicant is the property owner, or has sufficient written permission from the property owner, of the intended location of the proposed moveable tiny house;
4. Proof of Tahoe Regional Planning Agency approval;
5. Plans and supporting documents as required by Development Services Department submittal checklist to demonstrate compliance with this Section;
6. Prior to the issuance of building permits, a covenant agreement shall be recorded which discloses the status as a permitted movable tiny house and agreeing that the property will be owner-occupied and not utilized as a vacation home rental or hosted rental. This agreement shall be recorded in the office of the County Recorder to provide constructive notice to all future owners of the property. The covenant agreement also may contain authorization for inspections for compliance with the agreement and to verify continued compliance with requirements of this section and state health and safety codes.
7. Movable Tiny House Replacement. Replacement or installation of a new movable tiny house shall require approval of a new permit. No more than one permit for a movable tiny house or houses on one parcel shall be issued within one year.

Adopted by the City of South Lake Tahoe City Council on February 1, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is true and correct copy as approved by the South Lake Tahoe City Council.

First Reading: January 18, 2022

Movable Tiny Home Ordinance – Excludes Multi-family

Published:
Second Reading:
Effective:

Ordinance 2022-XXX

Adopted by the City of South Lake Tahoe City Council

February 1, 2022

Ordinance Amending Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code to Establish Requirements for Movable Tiny Homes

FINDINGS

A. The City General Plan Housing Element (2014) and the South Shore Region Housing Needs and Opportunities Report (2019) identified a general disparity between wages and the cost of housing in South Lake Tahoe. There is a need for new housing construction, especially housing to serve moderate, low, very low, and extremely low income residents.

B. On March 2, 2021 the City Council adopted Ordinance 2021-1152 amending the City Code to allow for the development of accessory dwelling units on parcels zoned for single family and multi-family land uses.

C. The City has since engaged the public in a discussion on whether to allow movable tiny homes to be installed within the City as single-family, multi-family and accessory dwelling units. The Planning Commission held a public meeting and discussion on August 2, 2021 and the City Council held a public meeting and discussion on October 19, 2021 regarding policy direction on the issue.

D. On December 16, 2021 the City Planning Commission held a public hearing and adopted Resolution 2021-16 recommending adoption of an ordinance that would allow movable tiny homes to be utilized as single-family and accessory dwelling units.

Now, Therefore, the City Council of City of South Lake Tahoe does ordain as follows:

SECTION 1.

1. That the action taken on this matter and recommendations made after consideration of the whole administrative record are consistent with Government Code Section 65853 et seq.; and

2. That the 2030 General Plan EIR adequately addresses the potential environmental impacts of the proposed ordinance and that no further environmental analysis is required to comply with the California Environmental Quality Act, Statue and Guidelines under CEQA Guidelines section 15162 because the proposed Ordinance is within the scope of the previous EIR and there are no substantial changes to the project or the circumstances that require major revisions to the previous EIR due to new significant environmental effects and no new information of substantial importance that shows the project will have significant effects not discussed in the previous EIR, significant effects previously examined would be more severe, or mitigation measures or alternatives previously found not to be feasible would substantially reduce one or more significant effects.

SECTION 2. Section 6.85.030.A.2.p (Permanent Foundations) is hereby amended to read as follows:

Permanent Foundations. A manufactured home, tiny home, factory built home or similar dwelling unit designed for occupancy as a permanent dwelling shall be allowed as a dwelling on those parcels where single-family dwellings are permitted in compliance with the requirements of the applicable zoning district, and subject to the same development standards to which a conventional single-family residential dwelling on the same lot would be subject to. Mobile homes shall be allowed as a dwelling in compliance with the requirements of the applicable plan area statement. The following standards apply to both types of homes:

> i. Permanent Foundation. Except when located in a mobile home park, or approved as a movable tiny house (Section 6.85.060), a dwelling unit shall be placed on a permanent foundation system and shall be subject to the same provisions, regulations and restrictions as a conventionally constructed single-family residence.

ii. Prior-to-Installation Requirements. Prior to installation of a manufactured home on a designated foundation system, the owner or a licensed contractor shall obtain a building permit. To obtain such a permit, the owner or contractor shall comply with all requirements of Section 18551(a) of the Health and Safety Code, as may be amended from time to time.

SECTION 3. Section 6.85.050.F.4 (Permanent Foundations) is hereby amended to read as follows:

Permanent Foundations.

a. All accessory dwelling units shall be permanently attached to a permanent foundation as described in SLTCC 6.85.030(A)(2)(p) unless approved as a movable tiny house (Section 6.85.060).

b. A recreational vehicle, commercial coach, trailer, motor home, camper, camping trailer, or boat shall not be used as an accessory dwelling unit. Movable tiny houses (as defined in Section 6.85.060) may be used as accessory dwelling units subject to the requirements of Section 6.85.060.

SECTION 4. Section 6.85.060 (Park Model Recreational Vehicle Tiny Homes: Use as Dwelling) is added to Chapter 6.85 (Residential Development and Design Standards) of the South Lake Tahoe City Code as follows:

6.85.060 – Park Model Recreational Vehicle Tiny Homes: Use as Dwelling

A. “Moveable tiny house” means a Park Model Recreational Vehicle functioning as a separate, independent dwelling unit that is no larger than 400 square feet (excluding lofts) providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation; is mounted on a wheeled trailer chassis; and is titled and registered to tow with the California Department of Motor Vehicles.
B. “Park Model Recreational Vehicle” means a towable recreational vehicle designed to provide temporary living quarters for recreational, seasonal, camping or travel use. Park Model Recreational Vehicles are built on a single trailer chassis, mounted on wheels and have a gross trailer area not exceeding 400 square feet. A Park Model Recreational Vehicle shall be considered a moveable tiny house for the purpose of Section 6.85.060 if it otherwise satisfies all requirements of this Section.
C. Movable tiny houses shall not be used as vacation home rentals or hosted rentals.
D. Development Standards. Moveable tiny houses shall conform with the requirements for a new detached accessory dwelling unit, a new primary single-family residence, or a new multi-family residential development, as

applied to the proposed use and Plan Area Statement, Community Plan or Area Plan in which the site of the proposed moveable tiny house is located, except as modified by this subsection.

1. Number. Movable tiny houses are limited to the following number per parcel:
    a. Single-family residence: 1 per parcel.
    b. Accessory Dwelling Unit: 1 per parcel.
    c. Multi-family residences: Maximum density allowed by applicable Plan Area Statement, Community Plan or Area Plan.
2. Maintenance. The property shall be maintained as set forth in the International Property Maintenance Code as adopted by reference in Section 6.15.010(K).
3. Location. The moveable tiny house shall be located in conformance with setback requirements of a single-family, multi-family or accessory dwelling unit as applicable. In addition, movable tiny houses shall maintain a 10-foot setback from other structures on the parcel.
4. Size. The maximum square footage or habitable floor space for a moveable tiny house shall be 400 square feet, as measured by exterior wall dimensions (lofts shall not be counted toward the maximum square footage). The moveable tiny house shall have at least 100 square feet of first floor interior living space.
5. Design. The design of a tiny house shall resemble the general appearance, exterior materials and features of a traditional home including pitched roof, eaves, and residential windows. Exterior materials shall not include aluminum or fiberglass, typical of a recreational vehicle.
6. Living area Extensions. The roof and all exterior walls shall not be fixed with slide-outs, tip-outs or other forms of room area extensions.
7. Energy Efficiency. Applications submitted for tiny houses shall include documentation that the tiny house has been constructed to exceed ANSI energy and insulation standards by including insulation with values of R13 for the walls and R19 for the floor and ceiling.
8. Parking Spaces. Moveable tiny houses shall comply with parking requirements for single-family residences, multi-family residences, or accessory dwelling units as applicable to the proposed use.
9. Replacement Parking. Where a moveable tiny house occupies a required parking space, a replacement parking space is required. A replacement parking space may be located in any configuration on the same lot as the moveable tiny house, in compliance with Chapter 6.85.
10. Mechanical Equipment. All mechanical equipment for a moveable tiny house shall be incorporated into the structure, screened from view from public right of way, and shall not be located on the roof.
11. Utility Connections and Requirements. A movable tiny house shall be connected to water supply and sewage disposal facilities approved by the County's Environmental Health Department, utility provider and

City Building Division. Utility connection features may require protective bollards at the discretion of the Building Official.

12. Foundation Requirements. Once sited, moveable tiny houses shall meet the following foundation requirements:
    a. The moveable tiny house shall not have its wheels removed, and all wheels and leveling/support jacks shall sit on a paved surface sufficient to support its weight. Plans for pad construction shall include certification from a California registered engineer that the pad design is sufficient to support the weight of the movable tiny house.
    b. The undercarriage including wheels, axles, tongue and hitch shall be concealed from view by skirting that is solid and fixed at all times and other necessary physical screening.
    c. The movable tiny house shall be tied down with anchors or otherwise stabilized as designed by the manufacturer.
13. Emergency and Rescue Openings. Moveable tiny houses shall meet the requirements of Section R310 of the California Building Code for emergency escape and rescue openings.
14. Defensible Space. Installation of a moveable tiny house requires approval of a defensible space plan and inspection by the Fire Department.
15. Movable tiny houses shall be constructed with ignition-resistant materials and glazed openings in compliance with Section R337 of the California Residential Code.
16. Movable Tiny houses shall be constructed to withstand minimum snow and wind loads for the proposed location as described in Section 6.15.160. Certification from the manufacturer or a California registered engineer is required.
17. Movable tiny houses shall be designed to address snow shed impact areas as described in section 6.15.160.O.
18. Structures such as porches, decks and other associated structures associated with the movable tiny house shall be designed to be detached from the movable tiny house at all times and shall meet the requirements of the California Building Code.

E. A building permit shall be obtained for installation of a subpanel appropriately sized for the movable tiny house's amperage, electrical pedestal, and approved exterior outlets in the location the movable tiny house will be installed, unless otherwise designed to be self-contained to provide equal electrical accommodations (e.g. fully relying on solar power and battery backup). Separate electric meters may be permitted if approved by the Building Official and utility provider. Protective bollards may be required at the discretion of the Building Official. Movable tiny houses relying on a generator for permanent power are prohibited.

F. Addresses. Moveable tiny houses shall include separate addressing posted in compliance with SLTCC 6.15.160 J. Building Address.

G. Access roads shall meet state and local fire code standards as determined by the City Fire Department.
H. Permit Required. A movable tiny house shall be approved through an accessory dwelling unit, single-family residence, or multi-family residence permit as applicable to the proposed use. In addition to applicable requirements associated with those permits the following additional information is required for a movable tiny house.
    1. Proof that the proposed moveable tiny house is licensed and registered with the California Department of Motor Vehicles;
    2. Proof that the proposed moveable tiny house has been certified by a qualified third-party inspector as meeting ANSI, 119.2 or 119.5 requirements or comparable standards;
    3. Proof that the applicant is the property owner, or has sufficient written permission from the property owner, of the intended location of the proposed moveable tiny house;
    4. Proof of Tahoe Regional Planning Agency approval;
    5. Plans and supporting documents as required by Development Services Department submittal checklist to demonstrate compliance with this Section;
    6. Prior to the issuance of building permits, a covenant agreement shall be recorded which discloses the status as a permitted movable tiny house and agreeing that the property will be owner-occupied and not utilized as a vacation home rental or hosted rental. This agreement shall be recorded in the office of the County Recorder to provide constructive notice to all future owners of the property. The covenant agreement also may contain authorization for inspections for compliance with the agreement and to verify continued compliance with requirements of this section and state health and safety codes.
    7. Movable Tiny House Replacement. Replacement or installation of a new movable tiny house shall require approval of a new permit. No more than one permit for a movable tiny house or houses on one parcel shall be issued within one year.

Adopted by the City of South Lake Tahoe City Council on February 1, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is true and correct copy as approved by the South Lake Tahoe City Council.

First Reading: January 18, 2022
Published:
Second Reading:
Effective:

City of South Lake Tahoe

Movable Tiny Homes Regulations

Environmental Determination

Background

The City of South Lake Tahoe is considering amendments to their Zoning Regulations in Title 6 (Development Services) to add criteria for using a movable tiny home as a single-family, multi-family, or accessory dwelling unit residence. Because this action requires City Council approval, and such approval will amend the City Code, the action is considered a Project under the California Environmental Quality Act. As such, the City is required to make an environmental determination for the project prior to any action on the Project. To make this determination, the following elements are considered here: the project description, applicable CEQA requirements, relevant State Housing Law, the 2030 General Plan, the 2014-2022 Housing Element, and the 2030 General Plan EIR.

Project Description

The proposed Project includes amendments to the City Code that will allow the installation of a movable tiny home as a single-family, multi-family or accessory dwelling unit residence. The amendment would allow for movable tiny homes in the same locations and densities that are currently allowed by City Code for residences on permanent foundations. The proposed Project includes criteria specific to the design and installation of movable tiny homes that are in addition to applicable requirements for the proposed use (i.e. setbacks, parking, height, etc.).

CEQA Requirement

At its base, CEQA requires public agencies to evaluate the potential physical impacts of proposed projects prior to approving the Project and, if necessary, impose feasible mitigation measures to reduce significant Project impacts to a less than significant level. Once a proposed action is determined to be a Project as defined by CEQA, a Lead Agency can make one of four basic determinations: the project is statutorily or categorically exempt; the Project impacts have already been addressed as a part of another project impact analysis; prepare a negative declaration or mitigated negative declaration; or prepare an environmental impact report (for which there are several sub-categories).

If the City determines the proposed Project is part of a larger project (the 2030 General Plan) it must make certain additional determinations. When an EIR has been certified or a negative declaration adopted for a project, in this case the 2030 General Plan EIR, no subsequent EIR or Negative Declaration needs to be prepared for that project unless the lead agency makes one of more of the following determinations:

1. Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration;

2. Substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration; or
3. New information of substantial importance shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment.

Analysis

In order to make a determination for the appropriate CEQA analysis for the proposed Project, the City has considered relevant State laws; adopted City plans, policies, programs; and previous CEQA analysis, which are described here.

Relevant State Housing Law

Increasing concern in the last few years about housing supply and affordability in California have resulted in the State legislature passing and the Governor signing a number of new laws aimed at addressing those concerns. The underlying intent of many of the new laws is to make it easier and less costly to develop new housing in California. To this end, the City amended the City Code in March 2021 to include streamlined ministerial permit processes for duplexes, triplexes, and multi-family projects complying with objective design and development standards. In addition, these amendments established procedures and standards to allow the development of accessory dwelling units. State law does not provide specific direction to local governments for allowing movable tiny homes, however, these types of residential units further the opportunity to provide less costly and flexible housing units within the City.

2030 General Plan

While the genesis of the Title 6 City Code Amendments that comprise this proposed Project is in compliance with new State law, it is important to confirm that the Project is consistent with the 2030 General Plan. While the General Plan did not directly contemplate these specific City Code Amendments, there are several policies that broadly address the overarching objective of increasing housing supply and affordability.

Policy LU-3.3: Diverse Housing Choices. The City shall promote a wide range of housing opportunities, both ownership and rental, for all income levels.

Policy LU-3.6: Residential Variety in Existing Neighborhoods. The City shall encourage development of a variety of new housing types that provide housing choices for consumers in terms of types of units,

location, unit sizes, costs, design, amount of privacy, and neighborhood environment, while preserving existing neighborhood character.

Policy LU-8.1: Mountain Architectural Theme. The City shall promote the use of a "mountain" architectural theme in all new and remodeled developments. Mountain architecture features the use of pitched roofs, natural colors, and natural material such as rock and wood.

2014-2022 Housing Element Policies and Programs

As with the 2030 General Plan, it is important to confirm that the Project is consistent with the 2014-2022 Housing Element. While the Housing Element is formally part of the General Plan, the 2014-2022 Element was prepared separately from (and subsequent to) the 2030 General Plan. Similar to the General Plan, the Housing Element did not directly contemplate the specific City Code Amendments that are subject to this proposed Project, but there are several policies that broadly address the overarching objective of increasing housing supply and affordability.

Policy 1-1. The City shall adopt programs, ordinances, incentives, land use plans and other regulatory mechanisms that provide opportunities for the private sector to address the housing needs of citizens of all economic levels.

Policy 2-3. The City shall encourage a range of housing options so that people who work in South Lake Tahoe can choose to live in the city.

Policy 7-1. The City shall continue to promote quality design and appearance of all new multi-family and affordable housing projects so that they blend in with the existing community fabric, add value to the community's built environment, and strengthen acceptance by the local community.

2030 General Plan Program Environmental Impact Report

The City prepared a Program Environmental Impact Report (EIR) for the 2030 General Plan to assess the potential significant environmental impacts that could result from implementation of the General Plan. The EIR evaluated the existing environmental resources in the vicinity of the city, analyzed potential impacts on those resources due to the General Plan, and identified mitigation measures that could avoid or reduce the magnitude of those impacts. The EIR has subsequently been used to evaluate the direct and indirect environmental effects of development under the General Plan (i.e., residential development, rezones, commercial structures, park sites, recreation facility development, and infrastructure improvements).

The General Plan assumed increased population growth and housing development for a 20-year period. The General Plan assumed the 2009 population of the city was 23,896. The actual 2010 population based on the US Census was 21,403. The 2019 population, based on DOF estimates, was 22,197. The 2029 population projection, on which the EIR analysis of growth and development impacts were based was 26,775 (and 1,162 new housing units).

While it would be speculative to estimate the likely increase in housing production based on the proposed City Code Amendments, it is clear that the 2030 General Plan contemplated, and the EIR analyzed an expected level population and housing growth much greater than has actually occurred. In

fact, the 2009 General Plan estimated population of 23,896 is lower than the 2019 population 10 years later. Clearly the City is growing at a slower pace than anticipated in the General Plan and considered in the CEQA analysis. In any event, while it is clear that the amount of new housing development might be approved based on the proposed City Code Amendments will not exceed the amount assumed in the Plan and EIR, the proposed Project must still be determined to be consistent with the General Plan and its impacts adequately addressed in the EIR.

The 2030 General Plan EIR analyzed potential environmental impacts of General Plan implementation. That analysis included an evaluation of the impacts of implementing the policies and programs related to, among other subjects, land use, housing, traffic, air quality, noise, cultural resources, and natural resources. These subjects are typically associated potential impacts of new housing projects, including projects that may be facilitated by the adoption and implementation of the proposed City Code Amendments. The EIR thoroughly analyzed these impacts, identified policies and programs that contributed to impact mitigation, included additional mitigation measures, and in a limited number of instances, concluded impacts to be significant and unavoidable. In those instances, subsequent City action including findings and statements of overriding circumstances. Consistent with one of its stated purposes, the EIR serves as the primary environmental analysis for subsequent City actions.

Conclusion

As noted above, the Lead Agency can make one of four basic determinations for a Project as to the appropriate action to comply with CEQA: the project is statutorily or categorically exempt; the Project impacts have already been addressed in an environmental analysis as a part of a larger project; prepare a negative declaration or mitigated negative declaration; or prepare an environmental impact report (for which there are several sub-categories). Considered here is whether the 2030 General Plan EIR addressed the potential environmental effects of the proposed Project, which will result in amendments to the City Code intended to increase housing opportunities and affordability.

While the proposed Project subject to this present analysis is not a "subsequent development project," it is both a subsequent project governed by the General Plan and will enable subsequent development projects subject to the proposed Title 6 City Code provisions. And since these subsequent projects will not be subject to discretionary review and therefore, not subject to additional CEQA analysis, the question is whether the 2030 General Plan EIR adequately addresses the potential Project environmental impacts.

The proposed Project is consistent with and implements the 2030 General Plan. General Plan policies call for the City to:

- Promote a wide range of housing opportunities.
- Encourage development of a variety of new housing types that provide housing choices.
- Promote the use of a "mountain" architectural theme in all new and remodeled developments.

The proposed Project supports facilitating residential development. The new provisions increase opportunities to provide a range of housing types, particularly ADUs and multi-family housing. And the

proposed Project includes criteria consistent with maintaining an architectural theme consistent with the mountain environment.

The proposed Project is consistent with and implements the 2014-2022 Housing Element. Housing Element policies call for the City to:

- Adopt programs, ordinances … and other regulatory mechanisms that provide opportunities for the private sector to address the housing needs of citizens of all economic levels.
- Encourage a range of housing options.
- Promote quality design and appearance of all new multi-family and affordable housing projects so that they blend in with the existing community fabric, add value to the community's built environment, and strengthen acceptance by the local community.

The proposed Project is an ordinance intended to provide opportunities for the private sector to address the housing needs of citizens of all economic levels. A range of housing options and affordable housing opportunities are encouraged through the City's clear, objective ADU and multifamily residential standards and a ministerial review process.

All the 2030 General Plan policies and implementation of those policies were addressed in the 2030 General Plan EIR. The proposed Project is consistent with the 2030 General Plan and directly implements several of the Plan policies. The proposed Project is consistent with and implements the 2014-2022 Housing Element, which is an integral part of the General Plan. Based on the analysis, we conclude that the 2030 General Plan EIR fully and adequately addresses the potential environmental impacts of the proposed Project.

Finally, based on the forgoing analysis, none of the circumstances described in CEQA Guidelines Section 15062 have occurred that would require the preparation of a subsequent EIR or Negative Declaration. There are no substantial changes proposed in the original project (the 2030 General Plan). This proposed Project serves as implementing several General plan policies. No substantial changes will occur with respect to the circumstances under which the Project will be undertaken. In fact, growth and change projected by the 2030 General Plan EIR has occurred at a much slower pace than anticipated. Finally, no new information has become available that would indicate new or more severe impacts would occur as a result of the project.

Recommendation

It is recommended that the City Council find that:

1. The proposed amendments to the City Code to add new provisions movable tiny homes are consistent with the 2030 General Plan and the 2014-2022 Housing Element;
2. The 2030 General Plan EIR fully addresses the potential environmental impacts of the proposed Project, all potentially significant environmental impacts can be mitigated to a less than significant level or are subject to overriding social or economic considerations;
3. No substantial changes are proposed in the Project which will require major revisions of the 2030 General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

4. No substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the 2030 General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
5. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2030 General Plan EIR was certified as complete, that would show any of the following:
    a. The Project would have one or more significant effects not discussed in the 2030 General Plan EIR;
    b. Significant effects previously examined would be substantially more severe than shown in the 2030 General Plan EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment measure or alternative; and
6. No further environmental analysis for the proposed Project is required.

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: Update Regarding Negotiations with Alpine Corporation on Potential Affordable Housing Project at Ski Run Blvd. and Pioneer Trail

Location: 3594 Pioneer Trail, South Lake Tahoe, APNs 028-081-02, -004, -006, -007, -015

Responsible Staff Member: Zach Thomas, Housing Manager (530) 542-7400

Background: The City Council, at its November 16th meeting, authorized the City Manager to enter in the attached Letter of Intent (LOI), with Alpine Corporation, to negotiate the terms of a potential City contribution ($2,500,000 or $5,000,000) towards the construction of a 79-unit housing development called Alpine Village. The development is proposed to be affordable to households earning no more than 80% of the Area Median Income (AMI). The LOI outlined nine key issues to be negotiated, in good faith, and addressed in a potential forthcoming agreement. The LOI stipulated that in order to conduct the negotiations authorized by the terms of the LOI, City staff was to be provided necessary information and details associated with project development. Project information of particular importance included:

- A complete project Pro Forma to determine project feasibility (including development/ construction costs, operating costs and cash flow analysis)
- Conceptual process for income verification and monitoring
- Project plan set
- Details regarding the process and timeline for addressing any existing easements on the property and the intended permitting and environmental review process
- Details regarding the long-term management and ownership of the project

The terms of the LOI required that the outcome of the negotiation process be presented to the City Council by January 18, 2022, either in the form of an agreement for approval or an update on the process.

The November 16th City Council staff report is attached for further background information.

Issue and Discussion: Following approval of the LOI by the City Council, City Staff initiated communication with Alpine Corporation on November 17th (the day after City Council authorization) and outlined the next steps in the negotiation process, including the need to compile necessary project information required by the LOI. Alpine Corporation has not provided project information as required per the terms of the LOI, and on January 5th the parties decided to terminate negotiations.

DocuSign Envelope ID: 5F182294-504B-4BD6-84A8-282C638505F3

LETTER OF INTENT

Between City of South Lake Tahoe (City) and Alpine Corporation (Developer) to Negotiate Agreement for the Development of Affordable Housing located at Pioneer Rd. and Ski Run Blvd. (APNs 028-081-02, -04, -06, -07, and -15)

On November 16, 2021, the City Council authorized the City Manager to enter into this Letter of Intent (LOI) engage in negotiations with Alpine Corporation, and representatives thereof, for the delivery of 79 units of income-qualified affordable housing available to those earning no more than 80% of the Area Median Income (AMI). The outcome of this process will be presented to the City Council by January 18, 2022, either in the form of an agreement for approval or an update on the process. Parties negotiating under the authority granted hereto shall seek to reach agreement on all deliverables resulting from a $[2,500,000 or 5,000,000] City contribution to the project.

Issues to be negotiated and addressed in the forthcoming agreement shall include the following:

1) Project Affordability:
   The project shall deliver a minimum of 79 units of income qualified affordable housing. The housing shall be affordable to households earning no more than 80% AMI and use U.S. Department of Housing & Urban Development (HUD) affordability metrics including all applicable utility allowance calculations.

2) Income Verification and Affordability Monitoring:
   All processes and details (including responsible party roles and liabilities) for income verification and affordability shall be agreed to during negotiations. This includes agreement as to the type and conditions that may be enforced by future contracts involving the delivery of such services.

3) American Rescue Plan Act (ARPA) Subrecipient Agreement:
   A "Subrecipient Agreement" between the City and the Alpine Corporation will be necessary in the event that ARPA money is used for funding the project. All parties shall agree to the reporting and compliance requirements as stipulated by applicable U.S. Department of the Treasury guidance and Federal Regulations.

4) Size, Type and Number of Units to be Developed:
   The project shall contain a mix in the number of bed/bath unit types. Preliminary project site design and amenities shall also be determined. Any known significant site constraints and development challenges known by either party (to the best of their knowledge) shall be identified and disclosed during this process.

5) Project cost and development/completion timeframe:
   A complete project development pro forma (including development/construction costs, operating costs and cash flow analysis) shall be provided to the City during

DocuSign Envelope ID: 5F182294-504B-4BD6-84A8-282C638505F3

negotiations to ensure project feasibility and to identify milestones at which City cash contributions will be paid to the project. Developer shall be responsible for obtaining all financing commitments necessary to undertake the project and the City shall have no further financial commitment beyond that anticipated in this Letter of Intent. The project development schedule shall identify construction timeframes and placed in service dates, including remedies or consequences for project delays.

6) Permitting process and land use issues:
Developer shall be responsible for securing all necessary governmental approvals for the project. The process and timeline for addressing any existing easements on the property and the intended permitting and environmental review process for entitling the project shall be included in the agreement.

7) Long-term Management and Ownership of Property:
Details regarding the long-term management, maintenance and ownership of the property shall be identified. This includes identifying all necessary agreements and contracts to be established for the long-term operation and sustainability of the project.

8) Parties to the agreement:
Other public agencies funding the project may be parties to the agreement.

9) This Affordable Housing Project will have no relationship to the US Hwy 50 South Shore Revitalization Project, Tahoe Transportation District housing element.

The parties agree to make a good faith effort to address all items identified herein and any other areas identified by either party. This Letter of Intent and any preliminary agreements reached during negotiations authorized by this Letter of Intent are in no way contractually binding. Any agreement or contract resulting from this Letter of Intent and subsequent negotiations shall require the approval of the City Council.

Joe Irvin
Joseph Irvin, City Manager

Patrick Taylor
Patrick Taylor, Alpine Corporation

Alpine Corporation, LLC
P.O. Box 11224, Zephyr Cove, NV 89448
775-588-7824 https://alpine-corp.com

December 17, 2021

Mr. Joseph D. Irvin, ICMA-CM
City Manager
City of South Lake Tahoe, CA
jirvin@cityofslt.us

RE: Alpine Corporation LOI Response
Alpine Village Affordable Housing (Pioneer Trail & Ski Run Blvd.)
APN's 028-081-02, -04, -06, -07, and -15

Dear Joe,

Below is Alpine Corporations response to the issues to be negotiated and addressed in the forthcoming agreement:

1. **Project Affordability:**
   Alpine agrees to this.

2. **Income Verification and Affordability Monitoring:**
   Alpine agrees to this per the City's guidelines.

3. **American Rescue Plan Act (ARPA) Subrecipient Agreement:**
   Alpine agrees to this, and the city will handle reporting and compliance requirements.

4. **Size, Type and Number of Units to be Developed:**
   The project shall contain a mix of 2–4-bedroom units. Preliminary project site design and amenities shall also be determined. Any known significant site constraints and development challenges now by either party (to the best of their knowledge) shall be identified and disclosed during this process.
   Alpine Corporation agrees to this.

5. **Project cost and development/completion timeframe:**
   Alpine Corporation and Feldman Thiel agree to this.

6. **Permitting process and land use issues:**
   Alpine Corporation and Feldman Thiel agree to handle this.

7. **Long-term Management and Ownership of Property:**
   Alpine will own, manage, and maintain the property long term.

8. **Parties to the agreement:**
   There are no other public agencies funding this project.

9. **This Affordable Housing Project will have no relationship to the US Hwy 50 South Shore Revitalization Project, Tahoe Transportation, district housing element:**
   Alpine Corporation and Feldman Thiel agree to this item.

We look forward to working with the City of South Lake Tahoe on this important community development project.

Sincerely,



Patrick Taylor
CEO
Alpine Corporation
Patrick@Alpine-Corp.com
775-588-7824

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 16, 2021

Title: Potential Contribution of Up to $5 Million for Affordable Housing Project at Ski Run Blvd. and Pioneer Trail

Location: 3594 Pioneer Trail, South Lake Tahoe, APNs 028-081-02, -004, -006, -007, -015

Responsible Staff Member: Zach Thomas, Housing Manager (530) 542-7400

Background: The City Council, in September of 2019, entered into a Memorandum of Understanding (MOU) with Pacific Development Group and the Tahoe Transportation District (TTD) for the development of affordable housing on an approximate 3-acre site located southeast of the intersection of Ski Blvd. and Pioneer Trail. To be developed by PDG with potential contributions made by either TTD and/or the City to assist in "Gap" funding, the project was to consist of 76 units (affordable largely to households earning less than 60% Area Median Income (AMI)) and was proposed to be financed through a combination of Federal Tax Credits and other State housing grants and loans. These funding sources are traditionally used for affordable housing development and are currently being used to fund the Sugar Pine Village affordable housing project, in which the City is an active partner.

For reasons outside the influence of any individual partner involved, the developer listed the property for sale this past summer, thereby ending the terms of the MOU. City staff was contacted approximately 4 weeks ago by Alpine Corporation, who self-identified as a prospective buyer currently in escrow to buy the property. Representatives from Alpine Corporation presented a proposal by which a contribution of $5,000,000 would be an adequate subsidy to produce a 79-unit affordable housing project named Alpine Village. The remainder of the financing is to come from private equity with no additional outside subsidy to be used. Initially presented as a scenario under which the project would benefit from a joint contribution from TTD and the City of $2,500,000 each, the project appears consistent with the former MOUs intent of creating affordable housing.

City staff met with representatives from the Alpine Corporation on Tuesday, October 26 to further discuss the proposal and a commitment to bring the item for consideration by the City Council on November 16th. City staff also discussed the potential of a single $5,000,000 contribution made only by the City, which was described by Alpine Corporation as an acceptable alternative to the original proposal put forth.

Issue and Discussion: Before the City Council is a request to consider a potential contribution of City funds towards for the creation of 79 units of affordable housing as previously described. The potential buyer has indicated that the project would need a subsidy of $5,000,000 towards construction costs to allow for rents to be affordable to households earning no more than 80% AMI, which is the typical definition of affordable housing.

On the surface, such a contribution towards the creation of affordable housing might seem structurally similar to what the City has undertaken with the Sugar Pine Village. However, there are key distinctions to note. To date, the City Council has authorized approximately $2.4 million towards Sugar Pine Village, which will contain a mixture of units throughout the affordability spectrum down to households earning 30% AMI. While these funds have been used to pay for predevelopment costs, they have also been used as leverage for approximately $33,000,000 worth of grant applications to date. With approximately another $17,000,000 still to be applied for leveraging this initial contribution. City contributions to date are leveraging two of the four financing phases of Sugar Pine Village which includes128 of the 248 total affordable units. Leveraging outside funding sources, as is typically done in affordable housing development, allows for a deeper level of subsidy and more affordability that is being proposed under Alpine Village.

The financing scenario proposed with Alpine Village does not leverage outside funds, but rather is a direct one-time cash contribution towards the project pre-development and construction costs. Similar to what happens with the subsidies of traditional affordable housing projects, this ultimately lowers the “Permanent Loan” carried by the project thereby allowing for reduced cash flow produced by smaller “affordable” rents to adequately fund the debt service of the project. This is similar in concept to how a larger down payment on a house will result in a lower mortgage payment, thereby making it more affordable to the resident. While the financing structure proposed with Alpine Village involves a larger contribution (in both relative and real terms), a potential advantage might be the speed of project delivery. The funding sources used to fund most affordable housing projects such as Sugar Pine Village are highly competitive and administered through a relatively slower process throughout the entire State. It is also important to note that with the Sugar Pine Village financing underway, another project within the City needing the same funding sources would be, in essence, competing for the same limited pool of money. As such, contributing towards a privately funded affordable housing project might be an opportunity to diversify local contributions to housing solutions within the City.

Based on the conceptual proposal discussed with the Alpine Corporation, a City contribution could fall under two basic frameworks:

- The City makes a ($2.5 million) joint contribution with TTD for a total $5 million contribution towards the project.
- The City makes a solo ($5 million) contribution towards the project and is the only outside contributor.

While not necessary to fully determine at the moment, potential and likely funding sources include the undesignated reserve account and the 2022 $2.6 million allocation of the American Rescue Plan Act (ARPA) funds.

To explore the necessary details of the project and the deliverables associated with any contribution the City Council may potentially make, the City Council may authorize the City Manager to enter into the attached Letter of Intent (LOI) with Alpine Corporation. The LOI would allow a frame work in which the City and Alpine Corporation could negotiate, in good faith, project details associated with, but not limited to, the following:

- Terms of Project Affordability
- Process of Income Verification and Affordability Monitoring
- Potential ARPA Subrecipient Agreement and reporting requirements

- Size, Type and Number of Units to be developed (including site amenities)
- Project Costs, Feasibility, Financing and Development/Completion Schedule
- Permitting process and land use issues
- Long-Term Management and Ownership of the Property
- Parties to the agreement

Financial Implications: Financial implications of such a contribution are contingent upon the funding source allocated. Local non-restricted funds available for housing are currently derived from the sale of City owned land coverage and development commodities and are extremely limited. The funds are currently only replenished with the sale of additional land coverage commodities and completion of the associated projects. The use of ARPA funds for this housing initiative could be beneficial with regards to preserving local funds for future grant leveraging opportunities. Funds from the City's undesignated reserve account could also be used. The future timing of any disbursement of funds is not known at this point.

Environmental Considerations: Authorizing the City Manager to execute the Letter of Intent is not approval of a project requiring environmental review under California Environmental Quality Act (CEQA) Guidelines section 15352 because it does not commit the City to a particular course of action or foreclose particular mitigation options.

Policy Implications: The effort to support and pro-actively work with private developers for the creation of affordable housing is an action item identified within the City adopted 2021-2026 Strategic Plan.

The discussed action would be consistent with the following adopted General Plan Housing Element policies and programs:

Policy 1-1 The City shall adopt programs, ordinances, incentives, land use plans and other regulatory mechanisms that provide opportunities for the private sector to address the housing needs of citizens of all economic levels.

Policy 2-5 The City shall recognize that it will become difficult to attract employees if they cannot afford to purchase or rent housing in South Lake Tahoe. The City shall encourage and support programs and activities that create a robust local economy that provides residents with good paying employment and the means to purchase and/or rent housing in the City.

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: Consider Implementation of Campaign Contribution Limits

Location: Citywide

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Background: In 2019, the Legislature enacted Assembly Bill 571 ("AB 571"), which amends the Elections Code and Government Code to establish campaign contribution limits for elective city offices in a city in which the local government has not established a campaign contribution limit.

The State campaign contribution limit for cities is $4,900 per election under Section 18545(a)(1) of the FPPC Regulations. This contribution limit prohibits a person from making a contribution to a candidate for elective city office and prohibits a candidate from accepting a contribution from a person, totaling more than $4,900.

AB 571 also enacts additional regulations relating to campaign contributions and use and transfer of campaign contributions.

In a League of California Cities survey of City Clerks and a reporting matrix posted on the FPPC's website of the 482 California cities 145 cities provided data. Of the 145 reporting cities, 23 used the State limit, 16 adopted no limit, 33 had a limit of $1,000 or greater ($1,444 average) and 72 had a limit under $1,000 ($362 average).

At its October 19, 2021, meeting Council asked for the League/FPPC results (Attachment 02-Survey Results) and the cost to the City if the City were to adopt and enforce its own limit. In reaching out to other jurisdictions with similar populations and to other local jurisdictions, the following information was provided:

Placerville (2020 pop. 10,747) -State Limit
Truckee (2020 pop. 16,729) – State Limit
El Dorado County – State Limit
Arcata (2020 pop. 18,801) - $210 limit, have not needed any enforcement
Angora Hills (2020 pop. 20,299) - $250 limit, have not needed any enforcement
El Segundo (2020 pop. 17,272) - $500 limit
Hermosa Beach (2020 pop. 19,728) - $250 limit
Pinole (2020 pop. 19,100) - $500
South El Monte (2020 pop. 19,567)– State Limit

Issue and Discussion: The Council has two options in dealing with AB 571: 1) Do nothing, in which case the default State campaign contribution limit would remain in effect in the City of South Lake Tahoe; or 2) Pass an Ordinance setting a City of South Lake Tahoe campaign contribution limit that may be higher or lower than the State campaign contribution limit.

Financial Implications: If the State campaign contribution limit is in effect in a city, then the FPPC would enforce violations of the campaign contribution limit. No cost would be incurred by the City.

If the City establishes a campaign contribution limit different from the State default limit, the FPPC would not administer or enforce the established campaign contribution limit. The City would incur the cost of enforcement. The City Clerk, as the elections official, would provide education to candidates to ensure compliance with any contribution limit set. Candidates who receive funds over the amount would be required to return the funds immediately and provide an amended Form 460 for posting to City's website.

Environmental Considerations: None.

Policy Implications: The establishment of a campaign contribution that is higher or lower than the State default limits for elective city offices in a city in which the local government has not established a campaign contribution limit; or accepting the State default campaign contribution limits established by AB 571; conforms to Government and Elections Code.

1. Agoura Hills $250
2. Anaheim $1,500
3. Arcata $210
4. Banning - State
5. Bell Gardens $250
6. Belmont $500
7. Berkeley $250
8. Beverly Hills $450
9. Buena Park $4,000
10. Burbank $500
11. Campbell - State
12. Capitola $200
13. Chico $500
14. Chula Vista $350
15. Claremont $250
16. Clovis - No Limit
17. Commerce $1,000
18. Compton – No Limit
19. Cotati $350
20. Covina – No Limit
21. Cudahy $1,000
22. Culver City $500
23. Dana Point $760
24. Del Mar $2,000
25. Downey $2,000
26. East Palo Alto $500
27. El Centro - No Limit
28. El Segundo $500
29. Encinitas $250
30. Escondido $4,300
31. Eureka $500
32. Fillmore $250
33. Folsom $150
34. Fontana -State
35. Fountain Valley $500
36. Fresno $4,400
37. Galt $100
38. Gardena $1,000
39. Gilroy $750
40. Glendale $1,000
41. Grand Terrace $250
42. Half Moon Bay $1,000
43. Hayward $350
44. Healdsburg $500
45. Hermosa Beach $250
46. Hesperia $500
47. Huntington Beach $500
48. Irvine $300
49. La Habra - State
50. La Mesa - State
51. LaFayette – No Limit
52. Laguna Beach $360
53. Laguna Hills – $1,000
54. Laguna Niguel $1,000
55. Lemon Grove $1,000
56. Loma Linda – State
57. Long Beach $250
58. Los Altos – No Limit
59. Los Gatos - State
60. Malibu $250
61. Manhattan Beach $250
62. Marina $200
63. Menfee - State
64. Merced $500
65. Milpitas $250
66. Monrovia – State
67. Moorpark – No Limit
68. Moreno Valley – No Limit
69. Monterey $500
70. Murrieta $1,000
71. Newark $500
72. Newport Beach $1,200
73. Norwalk – No Limit
74. Novato $400
75. Oakland $1,000
76. Orange $1,000
77. Oxnard $500
78. Pacific Grove $600
79. Paramount – No Limit
80. Petaluma $200
81. Pinole $500
82. Pittsburg - State
83. Pomona $500
84. Poway $250
85. Redlands- State
86. Redondo Beach $1,000
87. Redwood City $1,000
88. Richmond $2,500
89. Riverside – No Limits
90. Rohnert Park $500
91. Rolling Hills Estates - State
92. Rosemead - State

93. Roseville $500
94. Sacramento $1,750
95. San Carlos - State
96. San Demas - State
97. San Diego $500
98. San Fernando $500
99. San Gabriel - State
100. San Jose $500
101. San Juan Capistrano $580
102. San Marcos $250
103. San Mateo $500
104. Santa Ana $1,000
105. Santa Clara $250
106. Santa Clarita $1,000
107. Santa Cruz $400
108. Santa Maria – No Limit
109. Santa Monica $340
110. Santa Rosa $500
111. Santee $500
112. Sausalito $500
113. Seal Beach $1,000
114. Scotts Valley $100
115. Sierra Madre - State
116. Signal Hill $440
117. Simi Valley $1,000
118. Solana Beach $100
119. Sonoma $100
120. South El Monte - State
121. South Gate $1,000
122. South Pasadena $1,000
123. St. Helena – No Limit
124. Sunnyvale - State
125. Temple City - State
126. Thousand Oaks $560
127. Torrance $1,000
128. Truckee - State
129. Turlock $1,000
130. Ukiah $500
131. Union City $720
132. Upland $1,000
133. Vacaville - State
134. Ventura $100
135. Vernon $100
136. Victorville - State
137. Walnut $1,000
138. Walnut Creek $100
139. Watsonville $500
140. West Covina $500
141. West Hollywood $1,000
142. West Sacramento $250
143. Whittier – No Limit
144. Windsor – No Limit
145. Woodland – No Limit

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: October 19, 2021
Agenda Item #: 23.

Agenda Item: Consider Implementation of Campaign Contribution Limits

Executive Summary: The current State default campaign contribution limit is $4,900. This contribution limit prohibits a person from making to a candidate for elective county or city office, and prohibits a candidate for elective county or city office from accepting from a person, a contribution totaling more than $4,900 per election. A city may establish a campaign contribution limit that is higher or lower than the State default limit; however, the State default limit would apply until an alternate limit is passed by the legislative body.

Requested Action / Suggested Motions: City Council are asked to provide direction to the City Clerk on whether to establish campaign contribution limits or to accept the State default campaign contribution limits.
Responsible Staff Member: Susan Blankenship, City Clerk

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Reviewed and Approved By:
Heather Stroud, City Attorney
Olga Tikhomirova, Director of Finance

Attachments:

01-Staff Report - Campaign Contribution Limits.docx
02 - AB 571 Fact Sheet.pdf
03 - FPPC 2021 Contribution Limits Chart.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: October 19, 2021

Title: Consider Implementation of Campaign Contribution Limits

Location: Citywide

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Background: In 2019, the Legislature enacted Assembly Bill 571 (AB 571), which amends the Elections Code and Government Code to establish campaign contribution limits for elective city offices in a city in which the local government has not established a campaign contribution limit. If a city did not have its own campaign contribution limits in place prior to January 1, 2021, the State default campaign contribution limits established by AB 571 apply in that city. The last election for a City Office was held November 3, 2020. At that time, no campaign contribution limits existed. AB 571 allows a city to establish a campaign contribution limit that is higher or lower than the State default limit; however, the State default limit would apply until an alternate limit is passed by the legislative body by ordinance or resolution under Government Code section 85702.5. The State campaign contribution limit applies only to candidates and not to ballot measures.

The State campaign contribution limit for cities is the same campaign contribution limit for “elective state office other than a candidate for statewide elective office" (ie., members of the State Assembly but not Governor) under Government Code Section 85301(a). Section 85301(a) sets the campaign contribution limit at $3,000, however the Fair Political Practices Commission (FPPC) has adjusted the limit every two years since the section was enacted so the current contribution limit is $4,900 per election under Section 18545(a)(1) of the FPPC Regulations. This contribution limit would prohibit a person from making to a candidate for elective county or city office and would prohibit a candidate for elective county or city office from accepting from a person, a contribution totaling more than the amount set forth in the act for limitations on contributions to a candidate for elective office.

AB 571 also enacts additional regulations relating to campaign contributions and use and transfer
of campaign contributions.

In a League of California Cities survey of City Clerks and a reporting matrix posted on the FPPC’s website, of the 482 California cities 145 cities provided data. Of the 145 reporting cities, 23 used the State limit, 16 had no limit, 33 had a limit of $1,000 or greater ($1,444 average) and 72 had a limit under $1,000 ($362 average).

Issue and Discussion: The Council has two options in dealing with AB 571: 1) Do nothing, the default State campaign contribution limit remains in effect in the City of South Lake Tahoe; or 2) Pass an Ordinance setting a City of South Lake Tahoe campaign contribution limit that may be higher or lower than the State campaign contribution limit.

Financial Implications: If the State campaign contribution limit is in effect in a city, then the FPPC would enforce violations of the campaign contribution limit. No cost would be incurred by the City.

If the City establishes a campaign contribution limit different from the State default limit, the FPPC would not administer or enforce the established campaign contribution limit. The City would incur the cost of enforcement.

Environmental Considerations: None.

Policy Implications: The establishment of a campaign contribution that is higher or lower than the State default limits for elective city offices in a city in which the local government has not established a campaign contribution limit; or accepting the State default campaign contribution limits established by AB 571; conforms to Government and Elections Code.

Fair Political Practices Commission

Contribution Limits: City and County Candidates[1]

Introduction

Pursuant to Assembly Bill 571 (Stats. 2019, Ch. 556, AB 571 Mullin), beginning January 1, 2021 a state campaign contribution limit will by default apply to city and county candidates when the city or county has not already enacted a contribution limit on such candidates. Along with the new campaign contribution limit, there are also other related provisions that formerly applied only to state level candidates that will now apply to city and county candidates. Please note that none of the provisions of AB 571 discussed in this fact sheet apply to candidates in cities or counties for which the city or county has enacted campaign contribution limits.

Current State Contribution Limit

The contribution limit that will now apply to city and county candidates pursuant to AB 571 is updated biennially for inflation. Contribution limits can be found in Regulation 18545(a)[2] and on the FPPC website here. The default limit for contributions to city and county candidates subject to AB 571 for 2021-2022 is set at $4,900 per election.

Other Amended Provisions Affecting City and County Candidates

Several other provisions will now apply to city and county candidates in jurisdictions that have not enacted campaign contribution limits, including the following:

- A candidate may not make a contribution over the AB 571 limit to another candidate in jurisdictions subject to the AB 571 limit.

- Candidates may transfer campaign funds from one candidate-controlled committee to another committee controlled by the same candidate if the committee receiving the transfer is for an elective state, county or city office. However, contributions transferred must be transferred using the “last in, first out” or “first in, first out” accounting method and shall not exceed the applicable contribution limit per contributor.

[1] This fact sheet is informational only and contains only highlights of selected provisions of the law. It does not carry the weight of the law. For further information, consult the Political Reform Act and its corresponding regulations, advice letters, and opinions.

[2] The Political Reform Act is contained in Government Code Sections 81000 through 91014. All statutory references are to the Government Code, unless otherwise indicated. The regulations of the Fair Political Practices Commission are contained in Sections 18110 through 18997 of Title 2 of the California Code of Regulations. All regulatory references are to Title 2, Division 6 of the California Code of Regulations, unless otherwise indicated.

- Candidates may not personally loan to a candidate's campaign an amount for which the outstanding balance exceeds $100,000. A candidate may not charge interest on any such loan the candidate made to the candidate's campaign.

- Candidates may establish a committee to oppose the qualification of a recall measure and the recall election when the candidate receives a notice of intent to recall. Campaign funds raised to oppose the qualification of a recall measure and/or the recall election would not be subject to any campaign contribution limit under the Act.

- Contributions after the date of the election may be accepted to the extent contributions do not exceed net debts outstanding from the election, and contributions do not otherwise exceed applicable contribution limits for that election.

- Candidates may carry over contributions raised in connection with one election to pay for campaign expenditures incurred in connection with a subsequent election for the same office.

- Candidates are permitted to raise contributions for a general election before the primary election and may establish separate campaign contribution accounts for the primary and general so long as candidates set aside contributions and use them for the general or special general election as raised. If the candidate is defeated in the primary election or otherwise withdraws from the general election, the general election funds must be refunded to contributors on a pro rata basis less any expenses associated with the raising and administration of the general election contributions.

FAQs

A. If a city or county does not currently have contribution limits set within their ordinance would the state contribution limit be the default?

Yes. The state contribution limit stated above would be the default contribution limit if the city or county ordinance is silent on whether there are contribution limits within that jurisdiction or if there is no city or county ordinance in place.

B. Is there a way for a city or county to adopt "no" contribution limits for city or county elective city and county offices?

Yes. A city or county may elect to have “no” contribution limits. To do so, it must explicitly state in the city or county ordinance that there are no limits on contributions. If it is explicit that the city or county has implemented “no” contribution limits, the state contribution limit will not apply as a default for that jurisdiction.

C. Can a city or county ordinance be less restrictive than the AB 571 limit (e.g., the city or county limit is set higher than the state limit)?

Yes. A city or county can set contribution limits higher than the default state limit.

D. If a city or county imposes contribution limits, is the Commission responsible for enforcing those limits?

No. The Commission will not regulate the administration or enforcement of the penalties. Cities or counties with existing limits or that adopt their own limits are not subject to the state limit and may impose their own penalties for violations, as.

E. If a city or county has voluntary contribution limits, but no mandatory limits will the state limit be applicable?

Yes. A city or county must enact mandatory limits to avoid the state limit applying to elective city and county offices.

F. Does the default contribution limit also include judicial candidates?

No. Elective city and county offices do not include judicial offices.

G. If a city or county has imposed contribution limits for particular city or county offices (e.g., Board of Supervisors), do those limits also apply to other positions such as the District Attorney or would the default state limit apply if a particular position is not specifically addressed by the city or county?

The default state limit would apply to other positions for which the city or county has not set contribution limits. A city or county ordinance must explicitly state the city or county contribution limits and for which elective offices those limits will apply. A city or county may adopt a general provision implementing a contribution limit for all elective city and county offices in that jurisdiction. As noted above, a city or county may also adopt an ordinance that states the city or county is adopting no contribution limits for any offices to avoid the default state limit applying.

H. Does AB 571 apply to special district or school district elections?

No. AB 571 applies only to city and county elections for offices that a city or county has not implemented its own contribution limit.

I. Does AB 571 allow candidates to open an officeholder committee?

No. For those candidates subject to AB 571, officeholder committees are not permitted. However, a candidate may use a committee for the officeholder's future election for officeholder expenses.

California Fair Political Practices Commission
California State Contribution Limits

(Effective January 1, 2021 - December 31, 2022)

Candidates seeking a state office and committees that make contributions to state candidates are subject to contribution limits from a single source. Beginning January 1, 2021 a state campaign contribution limit will by default apply to city and county candidates when the city or county does not have laws addressing a contribution limit on such candidates. (Sections 85301 - 85303.) Contributions from affiliated entities are aggregated for purposes of the limits. (Regulation 18215.1.) The chart below shows the current limits per contributor for state offices and city and county candidates when the city or county does not have laws addressing a contribution limit on such candidates. The primary, general, special, and special run-off elections are considered separate elections. Contribution limits to candidates apply to each election. Contribution limits to officeholder and other committees apply on a calendar year basis. Contact your city or county about contribution limits for local offices, state campaign contribution limit will by default apply to city and county candidates when the city or county does not have laws addressing a contribution limit on such candidates.

Contribution Limits to State and Local* Candidates Per Election

	Contributor Sources		
Candidate or Officeholder	**Person (individual, business entity, committee/PAC)**	**Small Contributor Committee (see definition on page 2)**	**Political Party**
City and County Candidates subject to Section 85301 (d)	$4,900	$4,900	$4,900
Senate and Assembly	$4,900	$9,700	No Limit
CalPERS/CalSTRS	$4,900	$9,700	No Limit
Lt. Governor, Secretary of State, Attorney General, Treasurer, Controller, Supt. of Public Instruction, Insurance Commissioner, and Board of Equalization	$8,100	$16,200	No Limit
Governor	$32,400	$32,400	No Limit

*State campaign contribution limit will by default apply to city and county candidates when the city or county does not have laws addressing a contribution limit on such candidates

Contributions to Other State Committees Per Calendar Year

	Contributor Sources
Committee	**Person (individual, business entity, committee/PAC)**
Committee (Not Political Party) that Contributes to State Candidates (PAC)	$8,100
Political Party Account for State Candidates	$40,500
Small Contributor Committee	$200
Committee Account NOT for State Candidates (Ballot Measure, PAC, Political Party)	No Limit*

*State committees (including political parties and PACs) may receive contributions in excess of the limits identified above as long as the contributions are NOT used for state candidate contributions. (Regulation 18534.)

Contributions to State Officeholder Committees Per Calendar Year

	Contributor Sources	
Committee	**Any Source (Person, Small Contributor Committee or Political Party)**	**Aggregate From All Sources**
Senate and Assembly	$4,000	$67,300
CalPERS/CalSTRS	$4,000	$67,300
Lt. Governor, Secretary of State, Attorney General, Treasurer, Controller, Supt. of Public Instruction, Insurance Commissioner, and Board of Equalization	$6,700	$134,600
Governor	$26,900	$269,300

California Fair Political Practices Commission
California State Contribution Limits

(Effective January 1, 2021 - December 31, 2022)

The contribution limits are effective for elections held between January 1, 2021 and December 31, 2022. (Regulation 18545.) These limits do not apply to contributions made to elections in previous years. Such contributions are subject to the limits in place for that year see previous charts.

Legal Defense Funds

Contributions raised for a legal defense fund are not subject to contribution limits or the voluntary expenditure ceiling. However, a candidate or officeholder may raise, in total, no more than is reasonably necessary to cover attorney's fees and other legal costs related to the proceeding for which the fund is created. (Section 85304; Regulation 18530.4.)

Recall Elections

A state officeholder and city or county officeholder subject to Section 85301 (d) who is the subject of a recall may set up a separate committee to oppose the qualification of the recall measure and, if the recall petition qualifies, the recall election. Neither contribution limits nor voluntary expenditure ceilings apply to the committee to oppose the recall that is controlled by the officeholder who is the target of the recall attempt. Candidates running to replace an officeholder who is the target of a recall are subject to the contribution limits and the expenditure limits applicable to the election for that office. (Section 85315; Regulation 18531.5.)

Ballot Measure Committees

Contributions to ballot measure committees controlled by a candidate for elective state office or a candidate for elective city or county office subject to Section 85301 (d) are not limited.

Contributions from State Candidates and Candidates subject to Section 85301 (d)

A state candidate or candidate for elective city or county office subject to Section 85301 (d) may not contribute more than $4,900 to a committee controlled by another state candidate or or candidate for elective city or county office subject to Section 85301 (d) (This limit applies on a per election basis and includes, in the aggregate, contributions made from the candidate's personal funds and from campaign funds. (Section 85305; Regulation 18535.) This limit does not apply to a committee controlled by a state candidate or a committee controlled by a candidate for elective city or county office subject to Section 85301 (d) to oppose his or her recall or their contributions made to a legal defense fund established by a candidate for elective state office or candidate for elective city or county office subject to Section 85301(d). It also does not apply to contributions made by a candidate for elective state office or a candidate for elective city or county office subject to Section 85301 (d) to a ballot measure committee controlled by a another state candidate or candidate for elective city or county office subject to Section 85301 (d). Please note there are certain rules applicable to use of funds held by state officeholder committees (See Regulation 18531.62.)

Communications Identifying State Candidates

Any committee that makes a payment or a promise of payment totaling $50,000 or more for a communication that:

1. Clearly identifies a state candidate; but
2. Does not expressly advocate the election or defeat of the candidate; and
3. Is disseminated, broadcast, or otherwise published within 45 days of an election, may not receive a contribution from any single source of more than $40,500 in a calendar year if the communication is made at the behest of the candidate featured in the communication. (Section 85310.)

Officeholder Committees

Officeholder contributions must be cumulated (in full) with any other contributions from the same contributor(s) for any other future elective state office or elective city or county office subject to Section 85301 (d) for which the officeholder maintains a controlled committee during the term of office in which the contribution is received. Contributions to candidates for future elections and to their officeholder account are cumulated for purposes of contribution limits. (Regulation 18531.62.)

Contributions from State Lobbyists

A state lobbyist may not contribute to a state officeholder's or candidate's committee if the lobbyist is registered to lobby the agency of the elected officer or the agency to which the candidate is seeking election. The lobbyist also may not contribute to a local committee controlled by any such state candidate. (Section 85702; Regulation 18572.) In addition, effective January 1, 2015, lobbyists and lobbying firms may no longer take advantage of the $500 or less home/office fundraiser exception that is available to other individuals and entities. (Section 82015(f).)

Local Elections

Many cities and counties have local contribution limits and other election rules. "Local Campaign Ordinances" are listed on the FPPC's website. Check with your city or county about contribution limits for local elections. A State campaign contribution limit will by default apply to city and county candidates when the city or county does not have laws addressing a contribution limit on such candidates.

Definitions

Person: An individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, limited liability company, association, committee, and any other organization or group of persons acting in concert. (Section 82047.)

Small Contributor Committee: Any committee that meets all of the following criteria:

(a) The committee has been in existence for at least six months.

(b) The committee receives contributions from 100 or more persons.

(c) No one person has contributed to the committee more than $200 per calendar year.

(d) The committee makes contributions to five or more candidates. (Section 85203; Regulation 18503.)

Political Party Committee: The state central committee or county central committee of an organization that meets the requirements for recognition as a political party under Elections Code Section 5100. (Section 85205.)

City of South Lake Tahoe
Report to City Council

Meeting Date: January 18, 2022

Title: Lake Tahoe Boulevard Class I Bicycle Trail (Viking Way to Y)

Location: Lake Tahoe Blvd between D Street/Viking Way and the South Wye Intersection

Responsible Staff Member: Randy Carlson, Associate Civil Engineer, (530) 542-6033
Anush Nejad, Director of Public Works, (530) 542-6031

Background: The City of South Lake Tahoe Public Works Department, in partnership with the Tahoe Regional Planning Agency (TRPA), the Tahoe Metropolitan Planning Organization (TMPO), the Lake Tahoe Unified School District (LTUSD), the Community Mobility Group, and the Bicycle Coalition developed strategies to focus future available alternative transportation grants towards elimination of gaps in the existing bicycle and pedestrian mobility network on priority routes.
One such gap in the bicycle network is along Lake Tahoe Boulevard from Viking Way to the South Wye (Project). The completion of this trail connection would enable cyclists and pedestrians to commute from Meyers to the South Wye while never riding or walking within the vehicular travel way. Once at the South Wye, users will have the ability to access the transit station, commercial core, and the remaining cross-town bikeways.

In April of 2016, the City of South Lake Tahoe Public Works Department applied for Congestion Mitigation and Air Quality (CMAQ) improvement grant funding to develop plans, specifications, and environmental permitting (PS&E) for the Project. In May of 2016, the City was awarded grant funds for $203,047. A professional services agreement with consultant, Cardno was executed in November of 2016 to design the Project.

In November of 2017, the City of South Lake Tahoe Public Works Department applied for Surface Transportation Block Grant (STBG) funding to acquire right-of-way for the Project. The City was notified in December 2017 of an STBG grant award of $249,000 for property and right-of-way acquisition services. These funds were accepted and allocated to the project account at the September 5, 2020, City Council Meeting. The Right-of-Way phase of the Project was completed in May of 2021 and included obtaining five temporary construction easements.

On June 23, 2021, the Public Works Department requested Caltrans' authorization to begin construction on this Project and was granted permission on July 26, 2021. The Public Works Department bid this project in August of 2021, but only received one bid. The bid received was ultimately determined to be non-responsive, so the bid was rejected at the September 21, 2021, City Council Meeting with direction to rebid the project.

Issue and Discussion: On October 15, 2021, the Public Works Department readvertised the Lake Tahoe Boulevard Class I Bicycle Trail Project bid on the City PlanetBids website. The Project Notice to Bidders was also advertised in the Tahoe Daily Tribune per Public Contract Code requirements. The Project bidding period closed on November 15, 2021.

Public Works received two (2) sealed bids, which were publicly opened and read aloud at the scheduled bid opening located at the City Public Works Building. Sierra Nevada Construction Inc. (SNC) submitted the apparent low bid in the amount of $4,634,007.00. The Engineer's Estimate for the bid was $3,591,147.92. The primary portion of the bid (Base Bid) included the construction of the bike trail, ADA ramps, new curb and gutters, paving, and trail lighting. The bid also included one bid alternative. Bid Alternate 1 included installing conduit for future broadband within Lake Tahoe Boulevard public right-of-way. Staff included Bid Alternate 1 to be consistent with the Dig Once Policy for City Rights-of-Way adopted by City Council on June 23, 2020. At this time, staff believes that the bid alternate should not be awarded. This is due to the current funding shortfall as well as the need for a comprehensive City-wide broadband plan.

Table 1 - Bid Results

Name of Contractor	Base Bid	Bid Alt 1	Total
Sierra Nevada Construction Inc.	$4,634,007.00	$235,625.00	$4,869,632.00
MKD Construction	$5,920,777.00	$475,250.00	$6,396,027.00

Bids for this Project came in over the project budget. There are several reasons for the higher bid amount. The foremost issue is the Covid 19 pandemic, which has created significant material shortages, escalating material costs and labor shortages.

Table 2 is a summary of the current funding plan for the project.

Table 2 - Grant Funding and Match Requirements

Funding Type	***Grant Amount***	***Required Match***	***Total***
Active Transportation Program (ATP)	$744,000.00	$0.00	$744,000.00
Highway Infrastructure Program (HIP)	$756,000.00	$97,947.82	$853,947.82
Congestion Mitigation and Air Quality (CMAQ)	$268,775.00	$34,822.65	$303,597.65
Surface Transportation Block Grant (STBG)	$1,473,000.00	$190,842.45	$1,663,842.45
Total	$3,241,775.00	$323,612.92	**$3,565,387.92**

As shown in Table 2, available grant funding for this project is $3,565,387.92 which requires the City to provide a local match of $323,612.92.

Financial Implications: In addition to the bid amount submitted by the contractor, the City typically utilizes a 10% construction contingency for unforeseen costs associated with the Project. Sufficient funding is not available for a 10% contingency, so a 7.5% contingency of $347,550.00 is proposed instead. The City also utilizes professional consultant services to oversee labor compliance and to provide materials testing services for additional quality control. It is estimated that approximately $20,000 will be needed for a labor compliance specialist and $30,000 will be needed for materials testing. Adding together the 7.5% construction contingency, labor compliance specialist, the materials testing consultant, and the bid from Sierra Nevada Construction, brings the total funds needed to construct the Project to $5,031,557.00 for the Base Bid or $5,267,182.00 for Base Bid plus Bid Alternate 1.

Project Need

Construction Costs	***Amount***
Sierra Nevada Construction Bid	$4,634,007.00
Construction Contingency of 7.5%	$347,550.00
Labor Compliance Specialist	$20,000.00
Materials Testing	$30,000.00
Total	**$5,031,557.00**

The Project construction budget currently has a $1,466,169.08 shortfall for the Base Bid and a $1,701,794.08 shortfall for Base Bid plus Bid Alternate 1. The budget shortfall may be closed with the following funding sources.

Additional Funding Sources Available or Proposed

Funding Type	***Amount Requested***
Remaining Funds from the Sierra Boulevard Complete Streets Project	$348,039.00
General Fund Undesignated Excess Reserve	$685,418.08
Road Maintenance and Rehabilitation Account (RMRA) FY 21/22 Funds	$432,712.00
Total	**$1,466,169.08**

The following table shows the total funding required to award the Base Bid items, including the local match requirement:

Total Funding Sources Necessary to Award the Base Bid

Funding Type	***Amount Requested***
General Fund Undesignated Excess Reserve (local match requirement)	$323,612.92
General Fund Undesignated Excess Reserve (additional)	$685,418.08
Remaining Funds from the Sierra Boulevard Complete Streets Project	$348,039.00
Road Maintenance and Rehabilitation Account (RMRA)	$432,712.00
Total	**$1,789,782.00**

Recommended Action

Pass Resolution to accept and appropriate grant funding to the project account and award the base bid construction contract. Appropriate $1,009,031 from available General Funds Undesignated Excess Reserves for the local grant match requirement and a shortfall. Amend the Road Maintenance and Rehabilitation Account (RMRA) FY 21/22 current budget to reflect the $432,712 estimate provided by the Department of Finance. Confirm other balance transfers including the balance of post-project funding remaining within the Sierra Boulevard Complete Street Project and Road Maintenance and Rehabilitation Account, for the total project construction cost of $5,031,557.00.

Environmental Considerations: This Project has already completed the CEQA permitting process. The City Planning Commission adopted and approved a Negative Declaration document for this Project at the September 12, 2019, meeting. (State Clearing House Number 2019079110) NEPA permitting was completed on October 15, 2019. The NEPA process was completed under a Categorical Exclusion as determined by Caltrans, who is the lead implementing agency. (CML 5398(13)) The Project is also a part of the TRPA Environmental Improvement Program (EIP) and has a TRPA EIP project permit.

Policy Implications: This Project is consistent with many of the City Council priorities for 2019 and beyond. The Project is a recreational and transportation improvement that will develop a new class I bicycle trail approximately 0.6 miles in length. This bike trail will also close an important gap in the south shore trail system. The Project also encourages people to get out of their cars and to walk or ride their bikes, which is in line with Council's desire to combat climate change. Lastly, the Project will reconstruct some of the drainage infrastructure along Lake Tahoe Boulevard, which will extend the lifetime of the roadway and reduce required maintenance along this section of roadway.

Resolution 2022-XX

Adopted by the City of South Lake Tahoe
City Council

January 18, 2022

Accepting and Appropriating Active Transportation Program (ATP) funding in the amount of $744,00, Highway Infrastructure Program (HIP) funding in the amount of $756,000, Congestion Mitigation and Air Quality (CMAQ) funding in the amount of $268,775, and Surface Transportation Block Grant (STBG) in the amount of $1,473,000, and Appropriating General Fund Undesignated Excess Reserves in the amount of $1,009,031 and related actions regarding the Lake Tahoe Boulevard Class I Bicycle Trail Project.

BACKGROUND

A. Resolution No. 2016-14 passed by the City Council on March 15, 2016, accepted a $10,000 On Our Way Grant from the Tahoe Regional Planning Agency to explore the feasibility of the Lake Tahoe Boulevard Class I Bicycle Trail Project as a viable and desired project.

B. Resolution No. 2017-62 passed by the City Council on September 5, 2017, accepted and appropriated $203,047 of Congestion Mitigation Air Quality (CMAQ) funding for the purpose of designing and permitting the Lake Tahoe Boulevard Class I Bicycle Trail Project.

C. Resolution No. 2017-76 passed by the City Council on November 7, 2017, transferred an additional $80,000 of funding from a completed CIP project into this project account to fund the design of this project

D. At the November 7, 2017, City Council Meeting, the City Council awarded a professional service agreement to Cardno to design and permit the project.

E. The City has completed NEPA and CEQA environmental permitting for the Project as well as obtained all right-of-way clearances.

F. 100% plans, specifications, and estimates (PS&E) for the project improvements have been completed and the project is ready to construct.

G. On November 15, 2021, bids were received for construction of the Lake Tahoe Blvd Class 1 Bicycle Trail Project. Contractor, SNC was determined to be the lowest responsible and responsive bidder.

H. The State Department of Finance has estimated that the City's portion of the Road Maintenance and Rehabilitation Account (Gas Tax) for FY 21/22 will be approximately $432,712, which is an increase from the currently budgeted $365,000.

BASED ON THE FACTS SET FORTH HEREIN, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Accepts $744,000 in Active Transportation Program funding to the Project.
2. Accepts $756,000 in Highway Infrastructure Program funding to the Project.
3. Accepts $268,775 in Congestion Mitigation and Air Quality funding to the Project.
4. Accepts $1,473,000 in Surface Transportation Block Grant funding to the Project.
5. Appropriates $1,009,031 of available General Fund Undesignated Excess Reserves to the Project including $323,612.92 for grant fund local match requirements.
6. Amends the FY 21/22 Road Maintenance and Rehabilitation Account (RMRA) budget for an ending total of $432,712 and confirms transfers of available funds from other CIP accounts
7. Appropriates funding into the existing CIP project fund account as follows:

Fund/Account	Description	REVENUE (Increase)/Decrease	EXPENSE Increase/(Decrease)
100-01956-50014	Appropriate General Fund Undesignated Excess Reserves		1,009,031
	Total Genera Fund amendment	-	1,009,031
301-50035-33203	Amend FY 21/22 RMRA Gas Tax SB 1 revenue	(67,712)	-
301-50035-50014	Amend FY 21/22 RMRA expense budget for addl revenu	-	67,712
301-50005-36304	Reclass Transfer of RMRA to Street Overlay account	432,712	-
	Total Other CIP budget amendments	365,000	67,712
301-50026-36304	Transfer in Sierra Blvd Project Construction balance	(348,039)	
301-50026-36304	Reclass Transfer of RMRA to LT Blvd Project account	(432,712)	
301-50026-36300	Transfer in from General Fund	(1,009,031)	
301-50026-33125	Appropriate ATP Funding	(744,000)	
301-50026-33133	Appropriate HIP Funding	(756,000)	
301-50026-33119	Appropriate CMAQ Funding	(268,775)	
301-50026-33126	Appropriate STBG Funding	(1,473,000)	
301-50026-48030	Appropriate Construction budget		5,031,557
	Total Lake Tahoe Blvd Project Account amendments	(5,031,557)	5,031,557

Adopted by the City of South Lake Tahoe City Council on January 18, 2022, by the following vote:

Yes:
No:
Abstain:
Absent:

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

CITY OF SOUTH LAKE TAHOE
DEPARTMENT OF PUBLIC WORKS

AGREEMENT

DOCUMENT 00500 - AGREEMENT

City of South Lake Tahoe

DEPARTMENT OF PUBLIC WORKS
AGREEMENT
for

LAKE TAHOE BOULEVARD CLASS 1 BICYCLE TRAIL PROJECT
PWC 16-301-50026-01
CITY BID NO. 21-30150026-BN2
FEDERAL AID PROJECT NO. CML 5398 (013)

THIS AGREEMENT is made and entered into this _____ day of January, 2022, by and between the City of South Lake Tahoe, a political subdivision of the State of California, herein designated "City", and Sierra Nevada Construction Inc., herein designated as "Contractor."

WITNESSETH, that the City and the Contractor, in consideration of the mutual covenants hereafter set forth, agree as follows:

ARTICLE 1 - THE WORK

Contractor agrees to furnish all labor, tools, equipment, facilities, materials, transportation and services necessary to perform and complete, in a good and workmanlike manner, the **LAKE TAHOE BOULEVARD CLASS 1 BICYCLE TRAIL PROJECT** as required pursuant to the Contract Documents.

ARTICLE 2 - COMMENCEMENT AND COMPLETION

The Work to be performed under this Agreement shall commence at the time as specified in the Notice to Proceed, and the Contractor shall diligently undertake the performance of the obligations as set forth in the Contract Documents to achieve Final Completion of the Work (as defined at Section 9.9 Special Provisions) on or before August 19, 2022 (the "Contract Time"). ***No grading or excavation or other land disturbance will be allowed between October 15th and May 1st; all Work shall be performed after the issuance of the Notice to Proceed, and Final Completion achieved within the contract time as set forth in these Contract Documents.***

The City and the Contractor recognize that time is of the essence of this Agreement and that the City will suffer financial loss if the Work is not completed within the time specified herein, plus any extensions thereof allowed in accordance with the Contract Documents. The City and Contractor also recognize the

thereof allowed in accordance with the Contract Documents. The City and Contractor also recognize the delays, expense, and difficulties involved in proving the actual loss suffered by the City if the Work is not completed within the Contract Time. Accordingly, instead of requiring any such proof, and pursuant to the Contract Documents, the City and the Contractor agree that as liquidated damages (but not as a penalty), the Contractor shall pay the City the sum of $4,800 for each calendar day beyond August 12, 2022, and continuing until Bidder achieves Milestone #1, Substantial Completion (per Document 00100, Article 1.04.A.1), and $500 for each calendar day beyond August 19, 2022, that portion of the Contract Time within which the Bidder is required to achieve Milestone #2, Final Completion (per Document 00100, Article 1.04.A.3).

In accordance with the Contract Documents, including, without limitation Document 00400.4.2 ("Bid Proposal"), the daily amount that Contractor may charge to the City for all delay costs, direct and indirect (and inclusive of all expenses and damages, including, without limitation, jobsite and home office overhead costs and extended general conditions) applicable to the first sixty (60) calendar days of Compensable Delay, if any, is $1 per cal day, the amount set forth by Contractor in Document 00400.4.2 ("Bid Proposal"). This sum shall represent the exclusive and sole amount (i.e., payment in full for any and all direct and indirect delay costs) that Contractor, on behalf of itself and subcontractors and suppliers, of every tier, shall receive for any and all Compensable Delay(s) during the first sixty (60) calendar days of actual, Compensable Delay at the Project. Delay costs that may arise from Compensable Delay, if any, beyond the first sixty (60) calendar days of a Compensable Delay, if allowable, shall thereafter be governed by, and subject to, the applicable provisions of Sections 8 and 9 of the Standard Specifications, as modified by the Special Provisions, and the Contract Documents.

ARTICLE 3 - CONTRACT PRICE

The City agrees to pay, and the Contractor agrees to accept, in current funds for the performance of the Work pursuant to the Contract Documents, the Contract Sum for the completion of the Work in accordance with the Contract Documents as follows:

Item No	Bid Item	Unit	Quant.	Unit Price	Total Cost
1	MOBILIZATION	LS	1	$450,000.00	$450,000.00
2	TRAFFIC CONTROL	LS	1	$228,743.70	$228,743.70
3	PROJECT SIGN	EA	1	$1,350.00	$1,350.00
4	SUBSURFACE FACILITY LOCATIONS / VERIFICATION	LS	1	$6,000.00	$6,000.00
5	POTHOLE SUBSURFACE FACILITY (AS DIRECTED)	EA	47	$750.00	$35,250.00
6	CONSTRUCTION STAKING	LS	1	$50,000.00	$50,000.00
7	WATER POLLUTION CONTROL	LS	1	$10,000.00	$10,000.00
8	DEWATERING	LS	1	$5,000.00	$5,000.00
9	TEMPORARY CHECK DAM	EA	40	$550.00	$22,000.00
10	TEMPORARY WEIGHTED FIBER ROLL (AS DIRECTED OR AUTHORIZED)	LF	200	$15.00	$3,000.00
11	TEMPORARY DRAINAGE INLET PROTECTION	EA	34	$425.00	$14,450.00

12	TEMPORARY CONSTRUCTION ENTRANCE (AS DIRECTED OR AUTHORIZED)	EA	2	$2,500.00	$5,000.00
13	TEMPORARY FIBER ROLL (AS DIRECTED OR AUTHORIZED)	LF	200	$12.50	$2,500.00
14	TEMPORARY REINFORCED SILT FENCE (AS DIRECTED OR AUTHORIZED)	LF	200	$11.00	$2,200.00
15	TEMPORARY CONSTRUCTION LIMIT FENCE	LF	2632	$6.00	$15,792.00
16	TEMPORARY CHAIN LINK FENCE	LF	765	$10.00	$7,650.00
17	REMOVE STORM DRAIN PIPE (UP TO & INCLUDING 36" DIA)	LF	255	$100.00	$25,500.00
18	REMOVE STORM DRAIN INLET	EA	10	$1,200.00	$12,000.00
19	REMOVE ROADSIDE SIGNS	EA	22	$50.00	$1,100.00
20	REMOVE SNOW MARKERS	EA	16	$50.00	$800.00
21	RESET UTILITY VAULT, LIDS, GRATE TO FINISHED GRADE	EA	6	$1,800.00	$10,800.00
22	RESET LANDSCAPE ROCK / BOULDERS	EA	1	$1,500.00	$1,500.00
23	REMOVE WOOD FENCE	LF	56	$50.00	$2,800.00
24	REVEGETATION TREATMENT TYPE 2 (TT2), BIKE TRAIL SHOULDER	SF	18250	$8.00	$146,000.00
25	REVEGETATION TREATMENT TYPE 3 (TT3), SOD REPLACEMENT	SF	4310	$8.00	$34,480.00
26	INSTALL LANDSCAPE ELEMENTS AND PLANTINGS REMOVED OR DAMAGED DURING CONSTRUCTION	LS	1	$10,000.00	$10,000.00
27	RECONSTRUCT EXISTING IRRIGATION SYSTEM DAMAGE DURING CONSTRUCTION	LS	1	$15,000.00	$15,000.00
28	TREE REMOVAL (>12" to 24" DBH)	EA	1	$2,500.00	$2,500.00
29	REMOVAL OF UNSUITABLE MATERIAL (AS DIRECTED OR AUTHORIZED)	CY	100	$150.00	$15,000.00
30	ROCK FRACTURE AND REMOVAL (AS DIRECTED OR AUTHORIZED)	CY	50	$265.00	$13,250.00
31	REMOVE AC CURB	LF	181	$5.00	$905.00
32	REMOVE CONCRETE VERTICAL/BATTERED CURB	LF	60	$10.00	$600.00
33	REMOVE ASPHALT CONCRETE PAVEMENT	SF	74680	$4.00	$298,720.00
34	REMOVE ASPHALT CONCRETE SIDEWALK	SF	524	$3.00	$1,572.00
35	REMOVE CONCRETE DRIVEWAY	SF	405	$5.00	$2,025.00
36	REMOVE CONCRETE PEDESTRIAN RAMP	SF	365	$3.00	$1,095.00

37	REMOVE CONCRETE CURB AND GUTTER	LF	3450	$10.00	$34,500.00
38	DRAIN INLET, TYPE 1	EA	17	$15,500.00	$263,500.00
39	DRAIN INLET, TYPE 2	EA	5	$15,000.00	$75,000.00
40	YARD DRAIN	EA	5	$5,000.00	$25,000.00
41	TRENCH DRAIN	LF	107	$450.00	$48,150.00
42	48" DIA. STORM DRAIN MANHOLE	EA	4	$14,500.00	$58,000.00
43	60" DIA. STORM DRAIN MANHOLE	EA	8	$18,000.00	$144,000.00
44	72" DIA. STORM DRAIN MANHOLE	EA	4	$26,000.00	$104,000.00
45	12" DIA. HDPE STORM DRAIN PIPE	LF	30	$170.00	$5,100.00
46	15" DIA. HDPE STORM DRAIN PIPE	LF	5	$560.00	$2,800.00
47	18" DIA. HDPE STORM DRAIN PIPE	LF	500	$275.00	$137,500.00
48	30" DIA. HDPE STORM DRAIN PIPE	LF	15	$800.00	$12,000.00
49	36" DIA. HDPE STORM DRAIN PIPE	LF	110	$820.00	$90,200.00
50	ROLLED CONCRETE CURB AND GUTTER	LF	3205	$70.00	$224,350.00
51	CONCRETE VERTICAL CURB	LF	45	$90.00	$4,050.00
52	CURB TRANSITION (CURB AND GUTTER TO DRAIN INLET)	EA	12	$1,500.00	$18,000.00
53	CURB TRANSITION (TYPE 2 - CURB END TRANSITION)	EA	5	$1,500.00	$7,500.00
54	CONCRETE VALLEY GUTTER, 26" WIDE	LF	428	$90.00	$38,520.00
55	AC DRIVEWAY (HOT MIX ASPHALT TYPE A, PG 64-28 M)	TON	40	$750.00	$30,000.00
56	AC SIDEWALK (HOT MIX ASPHALT TYPE A, PG 64-28 M)	TON	17	$900.00	$15,300.00
57	AC ROADWAY TIE-IN (HOT MIX ASPHALT TYPE A, PG 64-28 M)	TON	310	$550.00	$170,500.00
58	CLASS 1 MULTI-USE TRAIL, TYPE 1 (HOT MIX ASPHALT TYPE A, PG 64-28 M)	TON	97	$610.00	$59,170.00
59	CLASS 1 MULTI-USE TRAIL, TYPE 2 (HOT MIX ASPHALT TYPE A, PG 64-28 M)	TON	630	$590.00	$371,700.00
60	REINFORCED CONCRETE DRIVEWAY	SF	7280	$35.00	$254,800.00
61	CONCRETE PEDESTRIAN RAMP AND LANDING	SF	1025	$35.00	$35,875.00
62	STONE WALL (TYPE 1)	LF	170	$225.00	$38,250.00
63	PEDESTRIAN COUNTER	EA	1	$18,000.00	$18,000.00
64	ROADSIDE SIGNS	EA	24	$750.00	$18,000.00
65	MULTI-USE TRAIL SIGNS (AS DIRECTED)	EA	10	$700.00	$7,000.00
66	OBJECT MARKER, TYPE A	EA	40	$150.00	$6,000.00
67	OBJECT MARKER, TYPE B	EA	44	$150.00	$6,600.00

68	PAVEMENT MARKING, LIMIT LINE (12" WHITE), CALTRANS STANDARD PLAN A24E	LF	225	$2.00	$450.00
69	TRAFFIC STRIPE, BIKE LANE LINE, DETAIL 39, CALTRANS STANDARD PLAN RSP A20D	LF	1180	$0.60	$708.00
70	TRAFFIC STRIPE, CHANNELIZING LANE, DETAIL 38A, CALTRANS STANDARD PLAN RSP A20D	LF	2648	$0.60	$1,588.80
71	TRAFFIC STRIPE, NO PASSING ZONES, TWO DIRECTION, DETAIL 21, CALTRANS STANDARD PLAN RSP A20A	LF	3370	$0.75	$2,527.50
72	TRAFFIC STRIPE, TWO WAY LEFT TURN LANES, DETAIL 31, CALTRANS STANDARD PLAN RSP A20B	LF	2800	$0.60	$1,680.00
73	PAVEMENT MARKINGS, CONTINENTAL CROSSWALK, CALTRANS STANDARD PLAN A24F AND A88A, DETAIL A (CITY ROW - YELLOW SOLVENT BASED)	LF	230	$4.00	$920.00
74	PAVEMENT MARKINGS, CONTINENTAL CROSSWALK, CALTRANS STANDARD PLAN A24F AND A88A, DETAIL B (CITY ROW - WHITE SOLVENT BASED)	LF	700	$4.00	$2,800.00
75	PAVEMENT MARKINGS, TYPE VII (L) ARROW, CALTRANS STANDARD PLAN A24A	EA	1	$125.00	$125.00
76	PAVEMENT MARKINGS, TYPE IV (L) ARROW, CALTRANS STANDARD PLAN A24A	EA	6	$125.00	$750.00
77	PAVEMENT MARKINGS, TYPE IV (R) ARROW, CALTRANS STANDARD PLAN A24A	EA	1	$125.00	$125.00
78	PAVEMENT MARKINGS, TYPE I (10'-0") ARROW, CALTRANS STANDARD PLAN A24A	EA	14	$125.00	$1,750.00
79	PAVEMENT MARKINGS, TYPE VIII ARROW, CALTRANS STANDARD PLAN A24A	EA	1	$125.00	$125.00
80	PAVEMENT MARKINGS, BIKE LANE SYMBOL WITH PERSON, CALTRANS STANDARD PLAN A24C	EA	7	$150.00	$1,050.00
81	PAVEMENT MARKINGS, BIKE LANE ARROW, CALTRANS STANDARD PLAN A24A	EA	7	$75.00	$525.00
82	PAVEMENT MARKINGS WORDS, STOP, CALTRANS STANDARD PLAN A24D	EA	7	$125.00	$875.00

83	TRAFFIC STRIPE, INTERSECTION LINE, BIKE LANE, DETAIL 39A, CALTRANS STANDARD PLAN A20D	LF	375	$0.60	$225.00
84	PAVEMENT MARKINGS, GREEN BIKE PAINT	SF	3300	$2.00	$6,600.00
85	ELECTRICAL SERVICE PEDESTAL	LS	1	$20,000.00	$20,000.00
86	ELECTRICAL IMPROVEMENTS (PEDESTRIAN LIGHTING)	LS	1	$165,000.00	$165,000.00
87	LIGHTING POLE AND LUMINAIRE	EA	32	$13,000.00	$416,000.00
88	INFILTRATION GALLERY	LF	1255	$185.00	$232,175.00
	DAILY RATE OF COMPENSATION FOR COMPENSABLE DELAY	CAL DAY	60	$1.00	$60.00

TOTAL CONTRACT SUM $4,634,007.00

For the Total Contract Sum of Four million six hundred thirty-four thousand seven dollars and zero cents.

The above Total Contract Sum includes all allowances, if any, provided for in the Contract Documents.

Compensation for Unit Price Items shall be based upon the unit prices stated in the above schedule multiplied by the actual quantities or units of work and materials performed or furnished. Unit prices paid by the City may change depending on actual quantities or units of work completed in accordance with the Contract Documents.

ARTICLE 4 - PREVAILING WAGES

Pursuant to the provisions of California Labor Code, Sections 1770 to 1780, inclusive thereof, the Contractor, and any subcontractor, of any tier, shall pay not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations.

Attention is directed to the federal minimum wage rate requirements as predetermined by the United States Secretary of Labor. If there is a difference between the minimum wage rate predetermined by the Secretary of Labor and the prevailing wage rate determined by the Director of Industrial Relations for similar classifications of labor, the Contractor and Subcontractor(s) shall pay not less than the higher wage rate.

In compliance with Senate Bill 854 and the California Labor Code, this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations. Contractors must submit their certified payroll records directly to the Division of Labor Standards Enforcement Compliance Monitoring Unit through the electronic certified payroll reporting (eCPR) system, as well as to the City.

Pursuant to the provisions of California Labor Code Section 1773.2, the Contractor is hereby advised that copies of the prevailing rate of per diem wages and a general prevailing rate for holidays, Saturdays and Sundays and overtime work in the locality in which the Work is to be performed for each craft, classification, or type of worker required to execute the Contract, are on file in the City's office. The Contractor agrees that not less than said prevailing rates shall be paid to workers employed on this public works contract as required by Labor Code Section 1774. These rate determinations are found on the State of California Department of Industrial Relations' website at: http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm. Furthermore, the

project has received federal funding and is required to meet Federal wage determinations which can be found at: http://www.wdol.gov/wdol/scafiles/davisbacon/ca9.dvb.

ARTICLE 5 - CONTRACT DOCUMENTS

The Agreement includes and incorporates by reference the Contract Documents for the Project, which consists of the following documents:

(a) Notice to Bidders (Document 00100);

(b) Instructions to Bidders (Document 00200);

(c) Bid Proposal (Document 00400);

(d) Bidder's Bond (Document 00410);

(e) Designation of Subcontractors (Document 00420);

(f) Self-Performance Declaration (Document 00425);

(g) Debarment and Suspension Certifications (Document 00430);

(h) Non-Collusion Declaration (Document 00432);

(i) Worker's Compensation Certification (Document 00435);

(j) Business and Professions Code Sections 7028.15 and 7031 Statement (Document 00440);

(k) Bidder's Statement of Financial Responsibility, Technical Ability and Experience (Document 00450);

(l) Equal Employment Opportunity Certification (Document 00460);

(m) Non-Lobbying Certification (Document 00465);

(n) Disclosure of Lobbying Activities (Document 00466);

(o) Construction Contract DBE Commitment (Document 00471);

(p) DBE Information – Good Faith Efforts (Document 00475);

(q) Agreement (Document 00500);

(r) Payment Bond Form (Document 00610);

(s) Performance Bond Form (Document 00620);

(t) Sample Escrow Agreement for Security Deposits In Lieu of Retention (Document 00630);

(u) Warranty/Guaranty Form (Document 00635);

(v) Acknowledgment of City Code (Document 00640);

(w) Bid Document Certification (Document 00650);

(x) The Standard Specifications of the State of California, Department of Transportation, dated 2018; the Standard Plans of the State of California, Department of Transportation, dated 2018 inclusive of Revised Standard Specifications through 11/19/20, and the South Lake Tahoe Public Improvement and Engineering Standards;

(y) Special Provisions (which incorporate by reference, and, as specified, modify the Standard Specifications of the State of California, Department of Transportation, dated 2018; the Standard Plans of the State of California, Department of Transportation, dated 2018 inclusive of Revised Standard Specifications through 10/17/21, and the South Lake Tahoe Public Improvement and Engineering Standards) (Document 00700);

(z) Supplemental Conditions (Document 00800), if any;

(aa) General Requirements, if any;

(bb) Construction Progress Documentation (Document 01300);

(cc) Technical Specifications;

(dd) Contract Drawings;

(ee) Addenda (numbers 1 to 1, inclusive; and

(ff) Permits from other agencies as may be required by law.

(gg) All Documents referenced as constituting the "Bid Documents" pursuant to Section 1.3 ("Bid Documents") of the Special Provisions.

Exhibits to this Agreement are enumerated as follows:

- Exhibit A: Accepted Contractor's Bid, attached hereto; FHWA – 1273 - Required Contract Provisions Federal-Aid Construction Contracts;
- Exhibit B: Federal Wage Rates;
- Exhibit C: Escrow Bid Document Certification; and
- Exhibit D: Insurance Certificates and Endorsements.

ARTICLE 6 - WORKERS' COMPENSATION

Contractor shall take out and maintain during the life of the Agreement, adequate and sufficient workers' compensation insurance for all Contractor's employees employed at the site of improvements, and, if any Work is sublet, Contractor shall require each subcontractor similarly to provide workers' compensation insurance for all of the latter's employees, unless such employees are covered by the protection afforded by Contractor. If any class of employees engaged in Work under this contract at the site of the Project is not protected under workers' compensation law, Contractor shall provide, and shall cause each subcontractor to provide, adequate insurance for the protection of employees not otherwise protected. Contractor shall indemnify the City and the California Department of Transportation for any damage resulting to it from failure of either Contractor or any subcontractor to take out or maintain such insurance.

By its signature upon this Agreement, Contractor certifies that it has carefully reviewed and is aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for worker's compensation, or to undertake self-insurance in accordance with the provisions of the labor Code. Contractor, as a condition precedent to the commencement of its Work pursuant to the Agreement, shall comply with such provisions.

ARTICLE 7 - INDEMNITY AND INSURANCE

To the fullest extent permitted by law, including, without limitation, Civil Code section 2782, *et seq*., and in strict accordance with the Contract Documents, Contractor shall defend, indemnify, and hold harmless the

City, its officials, officers, City Council members, employees, agent, the California Department of Transportation, the Project Manager, the Architect/Engineer, the Project consultants, and their respective principals, officers and employees, and each of them, of and from any and all claims, demands, suits, causes of action, damages, costs, expenses, attorneys' fees, losses, or liability, in law or in equity, of every kind and nature whatsoever related to, arising out of, or in connection with, Contractor's operations to be performed under this Agreement, and as otherwise set forth in Contract Documents, including, without limitation, Section 7-1.05A of the Standard Specifications, as modified by Section 7.11 of the Special Provisions. The obligations of defense and indemnity set forth in this Article, and in the Contract Documents, shall not be limited by any insurance requirements or obligations pursuant to the Contract Documents, and shall not extend to the sole negligence or willful misconduct of the City, or the active negligence of the City. The obligations arising from this Article shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity (including all duties to defend), which would otherwise exist as to a party, or person described elsewhere in the Contract Documents.

Contractor shall maintain the insurance coverage described in Section 7-1.06 of the Standard Specifications, as modified by Section 7.12 of the Special Provisions, throughout the performance of the Agreement, including any maintenance, warranty and/or guaranty periods. This Agreement shall not be operative until evidence of such insurance has been provided to, and approved by, the City as to form, amount, and carrier. Contractor shall not allow any subcontractor to commence Work at the Project until subcontractor provides evidence to Contractor and City that subcontractor has obtained insurance acceptable to the City.

ARTICLE 8 - NOTICES

Whenever any provision of the Contract Documents requires the giving of written notice, it shall be deemed to have been validly given if delivered in person to the individual for whom it is intended, or if delivered at or sent by registered or certified mail, postage prepaid, to the address listed below:

Notices required to be given to City:

Public Works Director/City Engineer
City of South Lake Tahoe
1740 D Street
South Lake Tahoe, CA 96150-6251

Notices required to be given to Contractor:

Sierra Nevada Construction Inc.
P.O. Box 50760
Sparks, NV 89435

Notices required to be given to any surety(ies):

Liberty Mutual Insurance Company
1340 Treat Blvd, Suite 400
Walnut Creek, CA 94567

ARTICLE 9 - MISCELLANEOUS

9.1 Terms. Terms used in this Agreement will have the meanings indicated in the Contract Documents.

9.2 Assignment. No assignment by a party hereto of any rights under or interests in the Agreement will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without

such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

9.3 Successors and Assigns. City and Contractor each binds itself, its partners, successors, assign, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

9.4 Severability. Any provision or part of the Contract Documents held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon City and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

9.5 South Lake Tahoe City Code. Contractor acknowledges that all pertinent provisions within the South Lake Tahoe City Code are incorporated by reference as though set forth in full herein, and, further, the failure of Contractor or any subcontractor, of any tier, to comply with any of its/their obligations under the Contract Documents, or the requirements of the South Lake Tahoe City Code, or any other applicable law, code, statute, or regulation, shall be deemed a material breach of the Agreement.

9.6 Third Party Beneficiary. Contractor expressly acknowledges the City's status as a third party beneficiary solely with respect to the performance to be rendered under each subcontract, of any tier, upon the Project, and, as a result, Contractor acknowledges that City possesses, *inter alia*, the rights enumerated within the South Lake Tahoe City Code as to the enforcement of obligations under subcontracts of any tier.

9.7 Regulatory Requirements. Contractor acknowledges that the Project is subject to requirements and regulations issued on behalf of various governmental and/or regulatory bodies, including, without limitation, the Lahontan Regional Water Quality Control Board and the Tahoe Regional Planning Agency, among others. Contractor agrees to fully and promptly comply with any and all requirements and regulations issued on behalf of such entities.

9.8 Governing Law. This Agreement and the Contract Documents shall be deemed to have been entered into in the County of El Dorado, State of California, and governed by California law. By entering into this Agreement, the Contractor consents and submits to the jurisdiction of Courts of the State of California, County of El Dorado, over any action of law, suit in equity, and/or other proceeding that may arise out of the Contract Documents.

IN WITNESS HEREOF, the said City of South Lake Tahoe, State of California, has caused this Agreement to be executed by its Mayor in its behalf, and the said Contractor has signed this Agreement the day and year first above written.

CITY OF SOUTH LAKE TAHOE

By _____
Mayor, City of South Lake Tahoe,
State of California

Contractor: Sierra Nevada Construction Inc.

By _____

Title Mark Markwell Secretary/Treasurer

Business License No. 314588

ATTEST:

By _____
City Clerk
City of South Lake Tahoe

APPROVED AS TO FORM:

By _____
City Attorney
City of South Lake Tahoe

Exhibit A

FHWA – 1273 - Required Contract Provisions Federal-Aid Construction Contracts

EXHIBIT 12-G REQUIRED FEDERAL-AID CONTRACT LANGUAGE

(For Local Assistance Construction Projects)

The following language must be incorporated into all Local Assistance Federal-aid construction contracts. The following language, with minor edits, was taken from the Code of Federal Regulations.

MAINTAIN RECORDS AND SUBMIT REPORTS DOCUMENTING YOUR PERFORMANCE UNDER THIS SECTION

1. DISADVANTAGED BUSINESS ENTERPRISES (DBE) 2
   A. NONDISCRIMINATION STATEMENT 2
   B. CONTRACT ASSURANCE 3
   C. PROMPT PROGRESS PAYMENT 3
   D. PROMPT PAYMENT OF WITHHELD FUNDS TO SUBCONTRACTORS 3
   E. TERMINATION AND SUBSTITUTION OF DBE SUBCONTRACTORS 4
   F. COMMITMENT AND UTILIZATION 5
   G. DBE RUNNING TALLY OF ATTAINMENTS 6
2. BID OPENING 6
3. BID RIGGING 6
4. CONTRACT AWARD 6
5. CONTRACTOR LICENSE 6
6. CHANGED CONDITIONS 6
   A. DIFFERING SITE CONDITIONS 6
   B. SUSPENSIONS OF WORK ORDERED BY THE ENGINEER 6
   C. SIGNIFICANT CHANGES IN THE CHARACTER OF WORK 7
7. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES 7
8. BUY AMERICA 7
9. QUALITY ASSURANCE 8
10. PROMPT PAYMENT FROM THE AGENCY TO THE CONTRACTORS 8
11. FORM FHWA-1273 REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONTRACTS 8
12. FEMALE AND MINORITY GOALS 21
13. TITLE VI ASSURANCES 22
14. USE OF UNITED STATES-FLAG VESSELS (CARGO PREFERENCE ACT) 23
15. FEDERAL TRAINEE PROGRAM 23

1. DISADVANTAGED BUSINESS ENTERPRISES (DBE)

The contractor, subrecipient or subcontractor shall take necessary and reasonable steps to ensure that DBEs have opportunity to participate in the contract (49 CFR 26). To ensure equal participation of DBEs provided in 49 CFR 26.5, the Agency shows a contract goal for DBEs. The prime contractor shall make work available to DBEs and select work parts consistent with available DBE subcontractors and suppliers.

The prime contractor shall meet the DBE goal shown elsewhere in these special provisions or demonstrate that they made adequate good faith efforts to meet this goal.

It is the prime contractor's responsibility to verify that the DBE firm is certified as DBE at date of bid opening and document the record by printing out the California Unified Certification Program (CUCP) data for each DBE firm. A list of DBEs certified by the CUCP can be found here.

All DBE participation will count toward the California Department of Transportation's federally mandated statewide overall DBE goal.

Credit for materials or supplies the prime contractor purchases from DBEs counts towards the goal in the following manner:

- 100 percent counts if the materials or supplies are obtained from a DBE manufacturer.
- 60 percent counts if the materials or supplies are obtained from a DBE regular dealer.
- Only fees, commissions, and charges for assistance in the procurement and delivery of materials or supplies count if obtained from a DBE that is neither a manufacturer nor regular dealer. 49 CFR 26.55 defines "manufacturer" and "regular dealer."

The prime contractor receives credit towards the goal if they employ a DBE trucking company that performs a commercially useful function as defined in 49 CFR 26.55(d)(1) as follows:

- The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract, and there cannot be a contrived arrangement for the purpose of meeting DBE goals.
- The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.
- The DBE receives credit for the total value of the transportation services it provides on the Contract using trucks it owns, insures, and operates using drivers it employs.
- The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the Contract.
- The DBE may lease trucks without drivers from a non-DBE truck leasing company. If the DBE leases trucks from a non-DBE truck leasing company and uses its own employees as drivers, it is entitled to credit for the total value of these hauling services.
- A lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

a. Nondiscrimination Statement

The contractor, subrecipient or subcontractor will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR 26 on the basis of race, color, sex, or national origin. In administering the Local Agency components of the DBE Program Plan, the contractor, subrecipient or subcontractor will not, directly, or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE Program Plan with respect to individuals of a particular race, color, sex, or national origin.

b. Contract Assurance

Under 49 CFR 26.13(b):

The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federal-aid contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;

(2) Assessing sanctions;

(3) Liquidated damages; and/or

(4) Disqualifying the contractor from future bidding as non-responsible.

c. Prompt Progress Payment

The prime contractor or subcontractor shall pay to any subcontractor, not later than **seven days** after receipt of each progress payment, unless otherwise agreed to in writing, the respective amounts allowed the contractor on account of the work performed by the subcontractors, to the extent of each subcontractor's interest therein. In the event that there is a good faith dispute over all or any portion of the amount due on a progress payment from the prime contractor or subcontractor to a subcontractor, the prime contractor or subcontractor may withhold no more than 150 percent of the disputed amount. Any violation of this requirement shall constitute a cause for disciplinary action and shall subject the licensee to a penalty, payable to the subcontractor, of 2 percent of the amount due per month for every month that payment is not made.

In any action for the collection of funds wrongfully withheld, the prevailing party shall be entitled to his or her attorney's fees and costs. The sanctions authorized under this requirement shall be separate from, and in addition to, all other remedies, either civil, administrative, or criminal. This clause applies to both DBE and non-DBE subcontractors.

d. Prompt Payment of Withheld Funds to Subcontractors

The Agency may hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the Agency, of the contract work, and pay retainage to the prime contractor based on these acceptances. The Agency shall designate one of the methods below in the contract to ensure prompt and full payment of any retainage kept by the prime contractor or subcontractor to a subcontractor. The Agency shall include either Method 1, Method 2, or Method 3 below and delete the other two.

Method 1: No retainage will be held by the Agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the Agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code and Section 10262 of the California Public Contract Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

Method 2: No retainage will be held by the Agency from progress payments due to the prime contractor. Any retainage kept by the prime contractor or by a subcontractor must be paid in full to the earning subcontractor within seven (7) days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment may take place only for good cause and with the Agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and remedies specified in Section 7108.5 of the California Business and Professions Code and Section 10262 of the California Public Contract Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

Method 3: The Agency shall hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the Agency of the contract work and pay retainage to the prime contractor based on these acceptances. The prime contractor or subcontractor shall return all monies withheld in retention from all subcontractors within seven (7) days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the Agency. Any delay or postponement of payment may take place only for good cause and with the Agency's prior written approval. Any violation of these provisions shall subject the violating prime contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code and Section 10262 of the California Public Contract Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor; deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

Any violation of these provisions shall subject the violating prime contractor or subcontractor to the penalties, sanctions and other remedies specified therein. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise available to the prime contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the prime contractor, deficient subcontract performance, or noncompliance by a subcontractor.

e. Termination and Substitution of DBE Subcontractors

The prime contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains the Agency's written consent. The prime contractor shall not terminate or substitute a listed DBE for convenience and perform the work with their own forces or obtain materials from other sources without prior written authorization from the Agency. Unless the Agency's prior written consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE on the Exhibit 15-G Construction Contract DBE Commitment form, included in the Bid.

The Agency authorizes a request to use other forces or sources of materials if the bidder shows any of the following justifications:

1. Listed DBE fails or refuses to execute a written contract based on plans and specifications for the project.
2. The Local Agency stipulated that a bond is a condition of executing the subcontract and the listed DBE fails to meet the Local Agency's bond requirements.
3. Work requires a contractor's license and listed DBE does not have a valid license under Contractors License Law.
4. Listed DBE fails or refuses to perform the work or furnish the listed materials (failing or refusing to perform is not an allowable reason to remove a DBE if the failure or refusal is a result of bad faith or discrimination).
5. Listed DBE's work is unsatisfactory and not in compliance with the contract.
6. Listed DBE is ineligible to work on the project because of suspension or debarment.
7. Listed DBE becomes bankrupt or insolvent.
8. Listed DBE voluntarily withdraws with written notice from the Contract
9. Listed DBE is ineligible to receive credit for the type of work required.
10. Listed DBE owner dies or becomes disabled resulting in the inability to perform the work on the Contract.
11. The Agency determines other documented good cause.

The prime contractor shall notify the original DBE of the intent to use other forces or material sources and provide the reasons, allowing the DBE 5 days to respond to the notice and advise the prime contractor and the Agency of the reasons why the use of other forces or sources of materials should not occur.

The prime contractor's request to use other forces or material sources must include:

1. One or more of the reasons listed in the preceding paragraph.
2. Notices from the prime contractor to the DBE regarding the request.
3. Notices from the DBEs to the prime contractor regarding the request.

If a listed DBE is terminated or substituted, the prime contractor must make good faith efforts to find another DBE to substitute for the original DBE. The substitute DBE must perform at least the same amount of work as the original DBE under the contract to the extent needed to meet or exceed the DBE goal.

f. Commitment and Utilization

Note: In the Agency's reports of DBE participation to Caltrans, the Agency must display both commitments and attainments.

The Agency's DBE program must include a monitoring and enforcement mechanism to ensure that DBE commitments reconcile to DBE utilization.

The bidder shall submit the Exhibit 15-G Construction Contract DBE Commitment, included in the Bid book. This exhibit is the bidder's DBE commitment form. If the form is not submitted with the bid, the bidder must remove the form from the Bid book before submitting their bid.

The bidder shall complete and sign Exhibit 15-G Construction Contract DBE Commitment included in the contract documents regardless of whether DBE participation is reported. The bidder shall provide written confirmation from each DBE that the DBE is participating in the Contract. A copy of a DBE's quote serves as written confirmation. If a DBE is participating as a joint venture partner, the bidder shall submit a copy of the joint venture agreement.

If the DBE Commitment form, Exhibit 15-G, is not submitted with the bid, it must be completed and submitted by all bidders to the Agency within five (5) days of bid opening. If the bidder does not submit the DBE Commitment form within the specified time, the Agency will find the bidder's bid nonresponsive.

The prime contractor shall use each DBE subcontractor as listed on Exhibit 12-B Bidder's List of Subcontractors (DBE and Non-DBE), and Exhibit 15-G Construction Contract DBE Commitment form unless they receive authorization for a substitution.

The Agency shall request the prime contractor to:

1. Notify the Resident Engineer or Inspector of any changes to its anticipated DBE participation
2. Provide this notification before starting the affected work
3. Maintain records including:
    - Name and business address of each 1st-tier subcontractor
    - Name and business address of each DBE subcontractor, DBE vendor, and DBE trucking company, regardless of tier
    - Date of payment and total amount paid to each business (see Exhibit 9-F Monthly Disadvantaged Business Enterprise Payment)

If the prime contractor is a DBE contractor, they shall include the date of work performed by their own forces and the corresponding value of the work.

Before the 15th of each month, the prime contractor shall submit a Monthly DBE Trucking Verification (LAPM Exhibit 16-Z1) form.

If a DBE is decertified before completing its work, the DBE must notify the prime contractor in writing of the decertification date. If a business becomes a certified DBE before completing its work, the business must notify the prime contractor in writing of the certification date. The prime contractor shall submit the notifications. Upon work completion, the prime contractor shall complete a Disadvantaged Business Enterprises (DBE) Certification Status Change, Exhibit 17-O, form and submit the form within 30 days of contract acceptance.

Upon work completion, the prime contractor shall complete Exhibit 17-F Final Report – Utilization of Disadvantaged Business Enterprises (DBE), First-Tier Subcontractors and submit it within 90 days of contract acceptance. The Agency will withhold $10,000 until the form is submitted. The Agency releases the withhold upon submission of the completed form.

g. DBE RUNNING TALLY OF ATTAINMENTS

After submitting an invoice for reimbursement that includes a payment to a DBE, but no later than the 10th of the following month, the prime contractor/consultant shall complete and email the Exhibit 9- F: Disadvantaged Business Enterprise Running Tally of Payments to business.support.unit@dot.ca.gov with a copy to the Agency.

2. **BID OPENING** The Agency publicly opens and reads bids at the time and place shown on the Notice to Contractors.

3. **BID RIGGING** The U.S. Department of Transportation (DOT) provides a toll-free hotline to report bid rigging activities. Use the hotline to report bid rigging, bidder collusion, and other fraudulent activities. The hotline number is (800) 424-9071. The service is available 24 hours 7 days a week and is confidential and anonymous. The hotline is part of the DOT's effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General.

4. **CONTRACT AWARD** If the Agency awards the contract, the award is made to the lowest responsible and responsive bidder.

5. **CONTRACTOR LICENSE**

   The Contractor must be properly licensed as a contractor from contract award through Contract acceptance (Public Contract Code § 10164).

6. **CHANGED CONDITIONS**

   a. Differing Site Conditions

   1. During the progress of the work, if subsurface or latent physical conditions are encountered at the site differing materially from those indicated in the contract or if unknown physical conditions of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent in the work provided for in the contract, are encountered at the site, the party discovering such conditions shall promptly notify the other party in writing of the specific differing conditions before the site is disturbed and before the affected work is performed.
   2. Upon written notification, the engineer will investigate the conditions, and if it is determined that the conditions materially differ and cause an increase or decrease in the cost or time required for the performance of any work under the contract, an adjustment, excluding anticipated profits, will be made and the contract modified in writing accordingly. The engineer will notify the contractor of the determination whether or not an adjustment of the contract is warranted.
   3. No contract adjustment which results in a benefit to the contractor will be allowed unless the contractor has provided the required written notice.
   4. No contract adjustment will be allowed under this clause for any effects caused on unchanged work. (This provision may be omitted by the Local Agency, at their option.)

   b. Suspensions of Work Ordered by the Engineer

   1. If the performance of all or any portion of the work is suspended or delayed by the engineer in writing for an unreasonable period of time (not originally anticipated, customary, or inherent to the construction industry) and the contractor believes that additional compensation and/or contract time is due as a result of such suspension or delay, the contractor shall submit to the engineer in writing a request for adjustment within 7 calendar days of receipt of the notice to resume work. The request shall set forth the reasons and support for such adjustment.
   2. Upon receipt, the engineer will evaluate the contractor's request. If the engineer agrees that the cost and/or time required for the performance of the contract has increased as a result of such suspension and the suspension was caused by conditions beyond the control of and not the fault of the contractor, its suppliers, or subcontractors at any approved tier, and not caused by weather, the engineer will make an adjustment (excluding profit) and modify the contract in

writing accordingly. The contractor will be notified of the engineer's determination whether or not an adjustment of the contract is warranted.

3. No contract adjustment will be allowed unless the contractor has submitted the request for adjustment within the time prescribed.

4. No contract adjustment will be allowed under this clause to the extent that performance would have been suspended or delayed by any other cause, or for which an adjustment is provided or excluded under any other term or condition of this contract.

c. Significant Changes in the Character of Work

1. The engineer reserves the right to make, in writing, at any time during the work, such changes in quantities and such alterations in the work as are necessary to satisfactorily complete the project. Such changes in quantities and alterations shall not invalidate the contract nor release the surety, and the contractor agrees to perform the work as altered.

2. If the alterations or changes in quantities significantly change the character of the work under the contract, whether such alterations or changes are in themselves significant changes to the character of the work or by affecting other work cause such other work to become significantly different in character, an adjustment, excluding anticipated profit, will be made to the contract. The basis for the adjustment shall be agreed upon prior to the performance of the work. If a basis cannot be agreed upon, then an adjustment will be made either for or against the contractor in such amount as the engineer may determine to be fair and equitable.

3. If the alterations or changes in quantities do not significantly change the character of the work to be performed under the contract, the altered work will be paid for as provided elsewhere in the contract.

4. The term “significant change” shall be construed to apply only to the following circumstances:

   - When the character of the work as altered differs materially in kind or nature from that involved or included in the original proposed construction; or
   - When a major item of work, as defined elsewhere in the contract, is increased in excess of 125 percent or decreased below 75 percent of the original contract quantity. Any allowance for an increase in quantity shall apply only to that portion in excess of 125 percent of original contract item quantity, or in case of a decrease below 75 percent, to the actual amount of work performed.

7. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

The Contractor shall begin work within 15 calendar days after the issuance of the Notice to Proceed.

This work shall be diligently prosecuted to completion before the expiration of 75 WORKING DAYS beginning on the fifteenth calendar day after the date shown on the Notice to Proceed.

The Contractor shall pay to the City/County City of South Lake Tahoe the sum of $ 4,800 per day, for each and every calendar days’ delay in finishing the work in excess of the number of working days prescribed above.

8. BUY AMERICA

Furnish steel and iron materials to be incorporated into the work with certificates of compliance and certified mill test reports. Mill test reports must indicate where the steel and iron were melted and manufactured. Steel and iron materials must be produced in the U.S. except:

1. Foreign pig iron and processed, pelletized, and reduced iron ore may be used in the domestic production of the steel and iron materials [60 Fed Reg 15478 (03/24/1995)];

2. If the total combined cost of the materials does not exceed the greater of 0.1 percent of the total bid or $2,500, materials produced outside the U.S. may be used.

Production includes:

1. Processing steel and iron materials, including smelting or other processes that alter the physical form or shape (such as rolling, extruding, machining, bending, grinding, and drilling) or chemical composition;
2. Coating application, including epoxy coating, galvanizing, and painting, that protects or enhances the value of steel and iron materials.

9. QUALITY ASSURANCE

The Local Agency uses a Quality Assurance Program (QAP) to ensure a material is produced to comply with the Contract. The Local Agency may examine the records and reports of tests the prime contractor performs if they are available at the job site. Schedule work to allow time for QAP.

10. PROMPT PAYMENT FROM THE AGENCY TO THE CONTRACTORS

The Agency shall make any progress payment within 30 days after receipt of an undisputed and properly submitted payment request from a contractor on a construction contract. If the Agency fails to pay promptly, the Agency shall pay interest to the contractor, which accrues at the rate of 10 percent per annum on the principal amount of a money judgment remaining unsatisfied. Upon receipt of a payment request, the Agency shall act in accordance with both of the following:

1. Each payment request shall be reviewed by the Agency as soon as practicable after receipt for the purpose of determining that it is a proper payment request.
2. Any payment request determined not to be a proper payment request suitable for payment shall be returned to the contractor as soon as practicable, but not later than seven (7) days, after receipt. A request returned pursuant to this paragraph shall be accompanied by a document setting forth in writing the reasons why the payment request is not proper.

11. FORM FHWA-1273 REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONTRACTS

(Excluding ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS)

[The following 12 pages must be physically inserted into the contract without modification.]

FHWA-1273 -- Revised May 1, 2012

REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

I. General
II. Nondiscrimination
III. No segregated Facilities
IV. Davis-Bacon and Related Act Provisions
V. Contract Work Hours and Safety Standards Act Provisions
VI. Subletting or Assigning the Contract
VII. Safety: Accident Prevention
VIII. False Statements Concerning Highway Projects
IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
X. Compliance with Government wide Suspension and Debarment Requirements
XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

FHWA-1273 -- Revised May 1, 2012

2. EEO Officer: The contractor will designate and make known to the contracting officers and EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting and active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

FHWA-1273 -- Revised May 1, 2012

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

FHWA-1273 -- Revised May 1, 2012

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH–1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

FHWA-1273 -- Revised May 1, 2012

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. , the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at http://www.dol.gov/esa/whd/forms/wh347instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

FHWA-1273 -- Revised May 1, 2012

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

FHWA-1273 -- Revised May 1, 2012

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph(1.) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
(2) the prime contractor remains responsible for the quality of the work of the leased employees;
(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

FHWA-1273 -- Revised May 1, 2012

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

FHWA-1273 -- Revised May 1, 2012

2. **Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed information of participant is not required to exceed that which is $100,000 and that all such recipients shall certify and disclose accordingly.

12. FEMALE AND MINORITY GOALS

To comply with Section II, "Nondiscrimination," of "Required Contract Provisions Federal-Aid Construction Contracts," the following are for female and minority utilization goals for Federal-aid construction contracts and subcontracts that exceed $10,000:

The nationwide goal for female utilization is 6.9 percent.

The goals for minority utilization [45 Fed Reg 65984 (10/3/1980)] are as follows:

MINORITY UTILIZATION GOALS

Economic Area		Goal (Percent)
174	Redding CA: Non-SMSA (Standard Metropolitan Statistical Area) Counties: CA Lassen; CA Modoc; CA Plumas; CA Shasta; CA Siskiyou; CA Tehama	6.8
175	Eureka, CA Non-SMSA Counties: CA Del Norte; CA Humboldt; CA Trinity	6.6
176	San Francisco-Oakland-San Jose, CA: SMSA Counties: 7120 Salinas-Seaside-Monterey, CA CA Monterey 7360 San Francisco-Oakland CA Alameda; CA Contra Costa; CA Marin; CA San Francisco; CA San Mateo 7400 San Jose, CA CA Santa Clara, CA 7485 Santa Cruz, CA CA Santa Cruz 7500 Santa Rosa CA Sonoma 8720 Vallejo-Fairfield-Napa, CA CA Napa; CA Solano Non-SMSA Counties: CA Lake; CA Mendocino; CA San Benito	 28.9 25.6 19.6 14.9 9.1 17.1 23.2
177	Sacramento, CA: SMSA Counties: 6920 Sacramento, CA CA Placer; CA Sacramento; CA Yolo Non-SMSA Counties CA Butte; CA Colusa; CA El Dorado; CA Glenn; CA Nevada; CA Sierra; CA Sutter; CA Yuba	 16.1 14.3
178	Stockton-Modesto, CA: SMSA Counties: 5170 Modesto, CA CA Stanislaus 8120 Stockton, CA CA San Joaquin Non-SMSA Counties CA Alpine; CA Amador; CA Calaveras; CA Mariposa; CA Merced; CA Tuolumne	 12.3 24.3 19.8
179	Fresno-Bakersfield, CA SMSA Counties: 0680 Bakersfield, CA CA Kern 2840 Fresno, CA	 19.1 26.1

	CA Fresno Non-SMSA Counties: CA Kings; CA Madera; CA Tulare	23.6
180	Los Angeles, CA: SMSA Counties: 0360 Anaheim-Santa Ana-Garden Grove, CA CA Orange 4480 Los Angeles-Long Beach, CA CA Los Angeles 6000 Oxnard-Simi Valley-Ventura, CA CA Ventura 6780 Riverside-San Bernardino-Ontario, CA CA Riverside; CA San Bernardino 7480 Santa Barbara-Santa Maria-Lompoc, CA CA Santa Barbara Non-SMSA Counties CA Inyo; CA Mono; CA San Luis Obispo	11.9 28.3 21.5 19.0 19.7 24.6
181	San Diego, CA: SMSA Counties 7320 San Diego, CA CA San Diego Non-SMSA Counties CA Imperial	16.9 18.2

For the last full week of July during which work is performed under the contract, the prime contractor and each non material-supplier subcontractor with a subcontract of $10,000 or more must complete Form FHWA PR-1391 (Appendix C to 23 CFR 230). Submit the forms by August 15.

13. TITLE VI ASSURANCES

During the performance of this Agreement, the contractor, for itself, its assignees and successors in interest (hereinafter collectively referred to as CONTRACTOR) agrees as follows:

a. Compliance with Regulations: CONTRACTOR shall comply with the regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the REGULATIONS), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination: CONTRACTOR, with regard to the work performed by it during the AGREEMENT, shall not discriminate on the grounds of race, color, sex, national origin, religion, age, or disability in the selection and retention of sub-applicants, including procurements of materials and leases of equipment. CONTRACTOR shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the agreement covers a program set forth in Appendix B of the Regulations.

c. Solicitations for Sub-agreements, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by CONTRACTOR for work to be performed under a Sub- agreement, including procurements of materials or leases of equipment, each potential sub-applicant or supplier shall be notified by CONTRACTOR of the CONTRACTOR'S obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

d. Information and Reports: CONTRACTOR shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the California Department of Transportation or FHWA to be pertinent to ascertain compliance with such

Regulations or directives. Where any information required of CONTRACTOR is in the exclusive possession of another who fails or refuses to furnish this information, CONTRACTOR shall so certify to the California Department of Transportation or the FHWA as appropriate, and shall set forth what efforts CONTRACTOR has made to obtain the information.

e. Sanctions for Noncompliance: In the event of CONTRACTOR's noncompliance with the nondiscrimination provisions of this agreement, the California Department of Transportation shall impose such agreement sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
   i. withholding of payments to CONTRACTOR under the Agreement within a reasonable period of time, not to exceed 90 days; and/or
   ii. cancellation, termination or suspension of the Agreement, in whole or in part.

f. Incorporation of Provisions: CONTRACTOR shall include the provisions of paragraphs (1) through (6) in every sub-agreement, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

CONTRACTOR shall take such action with respect to any sub-agreement or procurement as the California Department of Transportation or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event CONTRACTOR becomes involved in, or is threatened with, litigation with a sub-applicant or supplier as a result of such direction, CONTRACTOR may request the California Department of Transportation enter into such litigation to protect the interests of the State, and, in addition, CONTRACTOR may request the United States to enter into such litigation to protect the interests of the United States.

14. USE OF UNITED STATES-FLAG VESSELS (CARGO PREFERENCE ACT)

The CONTRACTOR agrees-

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carries, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.
2. To Furnish within 20 days following the date of loading for shipments originating within the United State or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated "on-board" commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.
3. To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

Federal Trainee Program Special Provisions
(to be used when applicable)

15. FEDERAL TRAINEE PROGRAM

For the Federal training program, the number of trainees or apprentices is 2 .

This section applies if a number of trainees or apprentices is specified in the special provisions.

As part of the prime contractor's equal opportunity affirmative action program, provide on-the-job training to develop full journeymen in the types of trades or job classifications involved.

The prime contractor has primary responsibility for meeting this training requirement.

If the prime contractor subcontracts a contract part, they shall determine how many trainees or apprentices are to be trained by the subcontractor. Include these training requirements in each subcontract.

Where feasible, 25 percent of apprentices or trainees in each occupation must be in their 1st year of apprenticeship or training.

Distribute the number of apprentices or trainees among the work classifications on the basis of the prime contractor's needs and the availability of journeymen in the various classifications within a reasonable recruitment area.

Before starting work, the prime contractor shall submit to the City/County of City of South Lake Tahoe :

1. Number of apprentices or trainees to be trained for each classification
2. Training program to be used
3. Training starting date for each classification

The prime contractor shall obtain the City/County of City of South Lake Tahoe approval for this submitted information before the prime contractor starts work. The City/County of City of South Lake Tahoe credits the prime contractor for each apprentice or trainee the prime contractor employs on the job who is currently enrolled or becomes enrolled in an approved program.

The primary objective of this section is to train and upgrade minorities and women toward journeyman status. The prime contractor shall make every effort to enroll minority and women apprentices or trainees, such as conducting systematic and direct recruitment through public and private sources likely to yield minority and women apprentices or trainees, to the extent they are available within a reasonable recruitment area and show that they have made the efforts. In making these efforts, the prime contractor shall not discriminate against any applicant for training.

The prime contractor shall not employ as an apprentice or trainee an employee:

1. In any classification in which the employee has successfully completed a training course leading to journeyman status or in which the employee has been employed as a journeyman
2. Who is not registered in a program approved by the US Department of Labor, Bureau of Apprenticeship and Training

The prime contractor shall ask the employee if the employee has successfully completed a training course leading to journeyman status or has been employed as a journeyman. The prime contractor's records must show the employee's answers to the questions.

In the training program, the prime contractor shall establish the minimum length and training type for each classification. The City/County of City of South Lake Tahoe and FHWA approves a program if one of the following is met:

1. It is calculated to:
   - Meet the your equal employment opportunity responsibilities
   - Qualify the average apprentice or trainee for journeyman status in the classification involved by the end of the training period
2. It is registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, and it is administered in a way consistent with the equal employment responsibilities of Federal-aid highway construction contracts

The prime contractor shall obtain the State's approval for their training program before they start work involving the classification covered by the program.

The prime contractor shall provide training in the construction crafts, not in clerk-typist or secretarial-type positions. Training is allowed in lower level management positions such as office engineers, estimators, and timekeepers if the training is oriented toward construction applications. Training is allowed in the laborer classification if significant and meaningful training is provided and approved by the division office. Off-site training is allowed if the training is an integral part of an approved training program and does not make up a significant part of the overall training.

The City/County of City of South Lake Tahoe reimburses the prime contractor 80 cents per hour of training given an employee on this contract under an approved training program:

1. For on-site training
2. For off-site training if the apprentice or trainee is currently employed on a Federal-aid project and prime contractor does at least one of the following:
    a. Contribute to the cost of the training
    b. Provide the instruction to the apprentice or trainee
    c. Pay the apprentice's or trainee's wages during the off-site training period
3. If the prime contractor complies with this section.

Each apprentice or trainee must:

1. Begin training on the project as soon as feasible after the start of work involving the apprentice's or trainee's skill
2. Remain on the project as long as training opportunities exist in the apprentice's or trainee's work classification or until the apprentice or trainee has completed the training program

The prime contractor shall furnish the apprentice or trainee with a copy of the program that the prime contractor will comply with in providing the training

Exhibit B

Federal Wage Rates

"General Decision Number: CA20210007 10/29/2021

Superseded General Decision Number: CA20200007

State: California

Construction Types: Building, Heavy (Heavy and Dredging) and Highway

Counties: Alpine, Amador, Butte, Colusa, El Dorado, Glenn, Lassen, Marin, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, Shasta, Sierra, Siskiyou, Solano, Sonoma, Sutter, Tehama, Trinity, Yolo and Yuba Counties in California.

BUILDING CONSTRUCTION PROJECTS (excluding Amador County only); DREDGING CONSTRUCTION PROJECTS (does not include hopper dredge work); HEAVY CONSTRUCTION PROJECTS (does not include water well drilling); AND HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.95 for calendar year 2021 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.95 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2021. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate,if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/01/2021
1	01/08/2021
2	01/15/2021
3	01/22/2021
4	02/05/2021
5	02/19/2021
6	02/26/2021
7	04/02/2021
8	04/23/2021
9	05/07/2021
10	05/14/2021
11	05/21/2021
12	06/18/2021
13	06/25/2021
14	07/02/2021
15	07/09/2021

16	08/06/2021
17	08/13/2021
18	08/20/2021
19	08/27/2021
20	09/10/2021
21	09/24/2021
22	10/15/2021
23	10/22/2021
24	10/29/2021

ASBE0016-001 01/01/2021

AREA 1: MARIN, NAPA, SAN BENITO, SAN FRANCISCO, SOLANO, & SONOMA COUNTIES

AREA 2: ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHEMA, TRINITY, YOLO, & YUBA COUNTIES

	Rates	Fringes
Asbestos Workers/Insulator (Includes the application of all insulating materials, Protective Coverings, Coatings, and Finishes to all types of mechanical systems)		
Area 1	$ 74.16	23.58
Area 2	$ 46.81	33.50

ASBE0016-007 01/01/2021

AREA 1 : ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SOLANO, SONOMA, SUTTER, TEHAMA, TRINITY, YOLO & YUBA COUNTIES

AREA 2: MARIN & NAPA COUNTIES

	Rates	Fringes
Asbestos Removal worker/hazardous material handler (Includes preparation, wetting, stripping, removal, scrapping, vacuuming, bagging and disposing of all insulation materials from mechanical systems, whether they contain asbestos or not)		
AREA 1	$ 30.45	10.60
AREA 2	$ 36.53	9.27

BOIL0549-002 01/01/2021

	Rates	Fringes
BOILERMAKER		
(1) Marin & Solano Counties	$ 49.62	41.27
(2) Remaining Counties	$ 45.60	38.99

BRCA0003-001 08/01/2020

	Rates	Fringes
MARBLE FINISHER	$ 36.53	17.08

BRCA0003-004 05/01/2019

AREA 1: ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SUTTER, TEHAMA, YOLO AND YUBA COUNTIES

AREA 2: MARIN, NAPA, SISKIYOU, SOLANO, SONOMA AND TRINITY COUNTIES

	Rates	Fringes
BRICKLAYER		
AREA 1	$ 43.24	21.63
AREA 2	$ 45.92	26.70

SPECIALTY PAY:
(A) Underground work such as tunnel work, sewer work, manholes, catch basins, sewer pipes and telephone conduit shall be paid $1.25 per hour above the regular rate. Work in direct contact with raw sewage shall receive $1.25 per hour in addition to the above.
(B) Operating a saw or grinder shall receive $1.25 per hour above the regular rate.
(C) Gunite nozzle person shall receive $1.25 per hour above the regular rate.

BRCA0003-008 07/01/2019

	Rates	Fringes
TERRAZZO FINISHER	$ 37.58	17.33
TERRAZZO WORKER/SETTER	$ 48.53	26.84

BRCA0003-010 04/01/2019

	Rates	Fringes
TILE FINISHER		
Area 1	$ 27.31	14.75
Area 2	$ 27.10	16.50
Area 3	$ 29.94	16.38
Area 4	$ 28.06	15.82
Tile Layer		
Area 1	$ 45.51	17.64
Area 2	$ 45.15	19.06
Area 3	$ 49.90	19.16
Area 4	$ 46.77	19.08

AREA 1: Butte, Colusa, El Dorado, Glenn, Lassen, Modoc, Nevada, Placer, Plumas, Sacramento, Shasta, Sierra, Sutter, Tehema, Yolo, Yuba
AREA 2: Alpine, Amador
AREA 3: Marin, Napa, Solano, Siskiyou
AREA 4: Sonoma

BRCA0003-014 08/01/2020

	Rates	Fringes
MARBLE MASON	$ 51.30	28.47

CARP0034-001 07/01/2021

	Rates	Fringes
Diver		
Assistant Tender, ROV Tender/Technician	$ 54.10	34.69
Diver standby	$ 60.51	34.69
Diver Tender	$ 59.51	34.69
Diver wet	$ 103.62	34.69
Manifold Operator (mixed gas)	$ 64.51	34.69
Manifold Operator (Standby)	$ 59.51	34.69

DEPTH PAY (Surface Diving):
050 to 100 ft $2.00 per foot
101 to 150 ft $3.00 per foot
151 to 220 ft $4.00 per foot
221 ft.-deeper $5.00 per foot

SATURATION DIVING:
The standby rate shall apply until saturation starts. The saturation diving rate applies when divers are under pressure continuously until work task and decompression are complete. The diver rate shall be paid for all saturation hours.

DIVING IN ENCLOSURES:
Where it is necessary for Divers to enter pipes or tunnels, or other enclosures where there is no vertical ascent, the following premium shall be paid: Distance traveled from entrance 26 feet to 300 feet: $1.00 per foot. When it is necessary for a diver to enter any pipe, tunnel or other enclosure less than 48"" in height, the premium will be $1.00 per foot.

WORK IN COMBINATION OF CLASSIFICATIONS:
Employees working in any combination of classifications within the diving crew (except dive supervisor) in a shift are paid in the classification with the highest rate for that shift.

CARP0034-003 07/01/2021

	Rates	Fringes
Piledriver	$ 54.10	34.69

CARP0035-001 08/01/2020

AREA 1: MARIN, NAPA, SOLANO & SONOMA

AREA 3: SACRAMENTO, WESTERN EL DORADO (Territory west of an including highway 49 and the territory inside the city limits of Placerville), WESTERN PLACER (Territory west of and including highway 49), & YOLO

AREA 4: ALPINE, BUTTE, COLUSA, EASTERN EL DORADO, GLENN, LASSEN, MODOC, NEVADA, EASTERN PLACER, PLUMAS, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, TRINITY, & YUBA

	Rates	Fringes
Drywall Installers/Lathers:		
Area 1	$ 52.65	31.26
Area 3	$ 47.27	31.26
Area 4	$ 45.92	31.26
Drywall Stocker/Scrapper		
Area 1	$ 26.33	18.22
Area 3	$ 23.64	18.22
Area 4	$ 22.97	18.22

CARP0035-009 07/01/2020

Marin County

	Rates	Fringes
CARPENTER		
Bridge Builder/Highway Carpenter	$ 52.65	30.82
Hardwood Floorlayer, Shingler, Power Saw Operator, Steel Scaffold & Steel Shoring Erector, Saw Filer	$ 52.80	30.82
Journeyman Carpenter	$ 52.65	30.82
Millwright	$ 52.75	32.41

CARP0035-010 07/01/2020

AREA 1: Marin, Napa, Solano & Sonoma Counties

AREA 2: Monterey, San Benito and Santa Cruz

AREA 3: Alpine, Butte, Colusa, El Dorado, Glenn, Lassen, Modoc, Nevada, Placer, Plumas, Sacramento, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, Yolo & Yuba counties

	Rates	Fringes
Modular Furniture Installer		
Area 1		
Installer	$ 28.76	22.53
Lead Installer	$ 32.21	23.03
Master Installer	$ 36.43	23.03
Area 2		
Installer	$ 26.11	22.53
Lead Installer	$ 29.08	23.03
Master Installer	$ 32.71	23.03
Area 3		
Installer	$ 25.16	22.53
Lead Installer	$ 27.96	23.03
Master Installer	$ 31.38	23.03

CARP0046-001 07/01/2021

El Dorado (West), Placer (West), Sacramento and Yolo Counties

	Rates	Fringes
Carpenters		
Bridge Builder/Highway		

Carpenter	$ 54.85	31.49
Hardwood Floorlayer, Shingler, Power Saw Operator, Steel Scaffold & Steel Shoring Erector, Saw Filer	$ 49.12	31.49
Journeyman Carpenter	$ 48.97	31.49
Millwright	$ 51.47	33.08

Footnote: Placer County (West) includes territory West of and including Highway 49 and El Dorado County (West) includes territory West of and including Highway 49 and territory inside the city limits of Placerville.

CARP0046-002 07/01/2021

Alpine, Colusa, El Dorado (East), Nevada, Placer (East), Sierra, Sutter and Yuba Counties

	Rates	Fringes
Carpenters		
Bridge Builder/Highway Carpenter	$ 54.85	31.49
Hardwood Floorlayer, Shingler, Power Saw Operator, Steel Scaffold & Steel Shoring Erector, Saw Filer	$ 47.77	31.49
Journeyman Carpenter	$ 47.62	31.49
Millwright	$ 50.12	33.08

CARP0152-003 07/01/2020

Amador County

	Rates	Fringes
Carpenters		
Bridge Builder/Highway Carpenter	$ 52.65	30.82
Hardwood Floorlayer, Shingler, Power Saw Operator, Steel Scaffold & Steel Shoring Erector, Saw Filer	$ 45.57	30.82
Journeyman Carpenter	$ 45.42	30.82
Millwright	$ 47.92	32.41

CARP0180-001 07/01/2021

Solano County

	Rates	Fringes
Carpenters		
Bridge Builder/Highway Carpenter	$ 54.85	31.49
Hardwood Floorlayer, Shingler, Power Saw Operator, Steel Scaffold & Steel Shoring Erector, Saw Filer	$ 55.00	31.49

Journeyman Carpenter	$ 54.85	31.49
Millwright	$ 54.95	33.08

CARP0751-001 07/01/2021

Napa and Sonoma Counties

	Rates	Fringes
Carpenters		
Bridge Builder/Highway Carpenter	$ 54.85	31.49
Hardwood Floorlayer, Shingler, Power Saw Operator, Steel Scaffold & Steel Shoring Erector, Saw Filer	$ 55.00	31.49
Journeyman Carpenter	$ 54.85	31.49
Millwright	$ 54.95	33.08

CARP1599-001 07/01/2020

Butte, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama and Trinity Counties

	Rates	Fringes
Carpenters		
Bridge Builder/Highway Carpenter	$ 52.65	30.82
Hardwood Floorlayer, Shingler, Power Saw Operator, Steel Scaffold & Steel Shoring Erector, Saw Filer	$ 45.57	30.82
Journeyman Carpenter	$ 45.42	30.82
Millwright	$ 47.92	32.41

ELEC0180-001 06/01/2021

NAPA AND SOLANO COUNTIES

	Rates	Fringes
CABLE SPLICER	$ 59.69	3%+24.38
ELECTRICIAN	$ 53.06	3%+24.38

ELEC0180-003 12/01/2020

NAPA AND SOLANO COUNTIES

	Rates	Fringes
Sound & Communications		
Installer	$ 42.11	22.41
Technician	$ 48.43	22.60

SCOPE OF WORK INCLUDES-
SOUND & VOICE TRANSMISSION (Music, Intercom, Nurse Call, Telephone); FIRE ALARM SYSTEMS [excluding fire alarm work when installed in raceways (including wire and cable pulling) and when performed on new or major remodel building projects or jobs], TELEVISION & VIDEO SYSTEMS, SECURITY SYSTEMS, COMMUNICATIONS

SYSTEMS that transmit or receive information and/or control systems that are intrinsic to the above.

EXCLUDES-
Excludes all other data systems or multiple systems which include control function or power supply; excludes installation of raceway systems, line voltage work, industrial work, life-safety systems (all buildings having floors located more than 75' above the lowest floor level having building access); excludes energy management systems.

ELEC0340-002 02/01/2018

ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, NEVADA, PLACER, PLUMAS, SACRAMENTO, TRINITY, YOLO, YUBA COUNTIES

	Rates	Fringes
Communications System		
Sound & Communications Installer	$ 29.35	3%+15.35
Sound & Communications Technician	$ 33.75	3%+15.35

SCOPE OF WORK

Includes the installation testing, service and maintenance, of the following systems which utilize the transmission and/or transference of voice, sound, vision and digital for commercial, education, security and entertainment purposes for the following TV monitoring and surveillance, background-foreground music, intercom and telephone interconnect, inventory control systems, microwave transmission, multi-media, multiplex, nurse call system, radio page, school intercom and sound, burglar alarms, and low voltage master clock systems.

A. SOUND AND VOICE TRANSMISSION/TRANSFERENCE SYSTEMS
Background foreground music Intercom and telephone interconnect systems, Telephone systems, Nurse call systems, Radio page systems, School intercom and sound systems, Burglar alarm systems, Low voltage master clock systems, Multi-media/multiplex systems, Sound and musical entertainment systems, RF systems, Antennas and Wave Guide.

B. FIRE ALARM SYSTEMS
Installation, wire pulling and testing

C. TELEVISION AND VIDEO SYSTEMS Television monitoring and surveillance systems, Video security systems, Video entertainment systems, Video educational systems, Microwave transmission systems, CATV and CCTV

D. SECURITY SYSTEMS Perimeter security systems Vibration sensor systems Card access systems Access control systems Sonar/infrared monitoring equipment

E. COMMUNICATIONS SYSTEMS THAT TRANSMIT OR RECEIVE INFORMATION AND/OR CONTROL SYSTEMS THAT ARE INTRINSIC TO THE ABOVE LISTED SYSTEMS SCADA (Supervisory Control and Data Acquisition) PCM (Pulse Code Modulation) Inventory Control Systems Digital Data Systems

Broadband and Baseband and Carriers Point of Sale Systems VSAT Data Systems Data Communication Systems RF and Remote Control Systems Fiber Optic Data Systems WORK EXCLUDED Raceway systems are not covered (excluding Ladder-Rack for the purpose of the above listed systems). Chases and/or nipples (not to exceed 10 feet) may be installed on open wiring systems. Energy management systems. SCADA (Supervisory Control and Data Acquisition) when not intrinsic to the above listed systems (in the scope). Fire alarm systems when installed in raceways (including wire and cable pulling) shall be performed at the electrician wage rate, when either of the following two (2) conditions apply:
1. The project involves new or major remodel building trades construction.
2. The conductors for the fire alarm system are installed in conduit.

ELEC0340-003 06/01/2021

ALPINE (West of Sierra Mt. Watershed), AMADOR, BUTTE, COLUSA, EL DORADO (West of Sierra Mt. Watershed), GLENN, LASSEN, NEVADA (West of Sierra Mt. Watershed), PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA (West of Sierra Mt. Watershed), SUTTER, TEHAMA, TRINITY, YOLO & YUBA COUNTIES

	Rates	Fringes
ELECTRICIAN		
Remaining area	$ 41.56	32.49
Sierra Army Depot, Herlong	$ 48.83	18.54
Tunnel work	$ 41.01	18.54

CABLE SPLICER: Receives 110% of the Electrician basic hourly rate.

ELEC0401-005 07/01/2020

ALPINE (east of the main watershed divide), EL DORADO (east of the main watershed divide), NEVADA (east of the main watershed), PLACER (east of the main watershed divide) and SIERRA (east of the main watershed divide) COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 41.50	20.17

ZONE RATE:

70-90 miles - $8.00 per hour
91+ miles - $10.00 per hour

ELEC0551-004 06/01/2021

MARIN AND SONOMA COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 53.90	26.47

ELEC0551-005 12/21/2020

MARIN & SONOMA COUNTIES

	Rates	Fringes
Sound & Communications		
Installer	$ 42.11	22.41
Technician	$ 48.43	22.60

SCOPE OF WORK INCLUDES-
SOUND & VOICE TRANSMISSION (Music, Intercom, Nurse Call, Telephone); FIRE ALARM SYSTEMS [excluding fire alarm work when installed in raceways (including wire and cable pulling) and when performed on new or major remodel building projects or jobs], TELEVISION & VIDEO SYSTEMS, SECURITY SYSTEMS, COMMUNICATIONS SYSTEMS that transmit or receive information and/or control systems that are intrinsic to the above.

EXCLUDES-
Excludes all other data systems or multiple systems which include control function or power supply; excludes installation of raceway systems, line voltage work, industrial work, life-safety systems (all buildings having floors located more than 75' above the lowest floor level having building access); excludes energy management systems.

ELEC0659-006 01/01/2021

DEL NORTE, MODOC and SISKIYOU COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 38.49	17.74

ELEC0659-008 02/01/2020

DEL NORTE, MODOC & SISKIYOU COUNTIES

	Rates	Fringes
Line Construction		
(1) Cable Splicer	$ 60.28	4.5%+19.40
(2) Lineman, Pole Sprayer, Heavy Line Equipment Man	$ 53.82	4.5%+19.40
(3) Tree Trimmer	$ 37.84	4.5%+14.30
(4) Line Equipment Man	$ 53.82	4.5%+19.40
(5) Powdermen, Jackhammermen	$ 40.37	4.5%+14.30
(6) Groundman	$ 33.37	4.5%+14.30

ELEC1245-004 06/01/2021

ALL COUNTIES EXCEPT DEL NORTE, MODOC & SISKIYOU

	Rates	Fringes
LINE CONSTRUCTION		
(1) Lineman; Cable splicer	$ 60.19	21.94
(2) Equipment specialist (operates crawler tractors, commercial motor		

vehicles, backhoes, trenchers, cranes (50 tons and below), overhead & underground distribution line equipment).....$ 48.08 20.73
(3) Groundman.....$ 36.76 20.33
(4) Powderman.....$ 51.87 18.79

HOLIDAYS: New Year's Day, M.L. King Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and day after Thanksgiving, Christmas Day

---

ELEV0008-001 01/01/2021

	Rates	Fringes
ELEVATOR MECHANIC	$ 72.10	35.825+a+b

FOOTNOTE:
a. PAID VACATION: Employer contributes 8% of regular hourly rate as vacation pay credit for employees with more than 5 years of service, and 6% for 6 months to 5 years of service.
b. PAID HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, Friday after Thanksgiving, and Christmas Day.

ENGI0003-008 07/20/2020

	Rates	Fringes
Dredging: (DREDGING: CLAMSHELL & DIPPER DREDGING; HYDRAULIC SUCTION DREDGING:)		
AREA 1:		
(1) Leverman	$ 49.88	34.35
(2) Dredge Dozer; Heavy duty repairman	$ 44.92	34.35
(3) Booster Pump Operator; Deck Engineer; Deck mate; Dredge Tender; Winch Operator	$ 43.80	34.35
(4) Bargeman; Deckhand; Fireman; Leveehand; Oiler	$ 40.50	34.35
AREA 2:		
(1) Leverman	$ 51.88	34.35
(2) Dredge Dozer; Heavy duty repairman	$ 46.92	34.35
(3) Booster Pump Operator; Deck Engineer; Deck mate; Dredge Tender; Winch Operator	$ 45.80	34.35
(4) Bargeman; Deckhand; Fireman; Leveehand; Oiler	$ 42.50	34.35

AREA DESCRIPTIONS

AREA 1: ALAMEDA,BUTTE, CONTRA COSTA, KINGS, MARIN, MERCED, NAPA, SACRAMENTO, SAN BENITO, SAN FRANCISCO, SAN JOAQUIN, SAN MATEO, SANTA CLARA, SANTA CRUZ, SOLANO, STANISLAUS, SUTTER, YOLO, AND YUBA COUNTIES

AREA 2: MODOC COUNTY

THE REMAINGING COUNTIES ARE SPLIT BETWEEN AREA 1 AND AREA 2 AS NOTED BELOW:

ALPINE COUNTY:
Area 1: Northernmost part
Area 2: Remainder

CALAVERAS COUNTY:
Area 1: Remainder
Area 2: Eastern part

COLUSA COUNTY:
Area 1: Eastern part
Area 2: Remainder

ELDORADO COUNTY:
Area 1: North Central part
Area 2: Remainder

FRESNO COUNTY:
Area 1: Remainder
Area 2: Eastern part

GLENN COUNTY:
Area 1: Eastern part
Area 2: Remainder

LASSEN COUNTY:
Area 1: Western part along the Southern portion of border with Shasta County
Area 2: Remainder

MADERA COUNTY:
Area 1: Except Eastern part
Area 2: Eastern part

MARIPOSA COUNTY
Area 1: Except Eastern part
Area 2: Eastern part

MONTERREY COUNTY
Area 1: Except Southwestern part
Area 2: Southwestern part

NEVADA COUNTY:
Area 1: All but the Northern portion along the border of Sierra County
Area 2: Remainder

PLACER COUNTY:
Area 1: Al but the Central portion
Area 2: Remainder

PLUMAS COUNTY:
Area 1: Western portion
Area 2: Remainder

SHASTA COUNTY:
Area 1: All but the Northeastern corner
Area 2: Remainder

SIERRA COUNTY:
Area 1: Western part

Area 2: Remainder

SISKIYOU COUNTY:
Area 1: Central part
Area 2: Remainder

SONOMA COUNTY:
Area 1: All but the Northwestern corner
Area 2: Remainder

TEHAMA COUNTY:
Area 1: All but the Western border with Mendocino & Trinity Counties
Area 2: Remainder

TRINITY COUNTY:
Area 1: East Central part and the Northeastern border with Shasta County
Area 2: Remainder

TUOLUMNE COUNTY:
Area 1: Except Eastern part
Area 2: Eastern part

ENGI0003-019 06/29/2020

SEE AREA DESCRIPTIONS BELOW

	Rates	Fringes
OPERATOR: Power Equipment (LANDSCAPE WORK ONLY)		
GROUP 1		
AREA 1	$ 39.95	30.28
AREA 2	$ 41.95	30.28
GROUP 2		
AREA 1	$ 36.35	30.28
AREA 2	$ 38.35	30.28
GROUP 3		
AREA 1	$ 31.74	30.28
AREA 2	$ 33.74	30.28

GROUP DESCRIPTIONS:

GROUP 1: Landscape Finish Grade Operator: All finish grade work regardless of equipment used, and all equipment with a rating more than 65 HP.

GROUP 2: Landscape Operator up to 65 HP: All equipment with a manufacturer's rating of 65 HP or less except equipment covered by Group 1 or Group 3. The following equipment shall be included except when used for finish work as long as manufacturer's rating is 65 HP or less: A-Frame and Winch Truck, Backhoe, Forklift, Hydragraphic Seeder Machine, Roller, Rubber-Tired and Track Earthmoving Equipment, Skiploader, Straw Blowers, and Trencher 31 HP up to 65 HP.

GROUP 3: Landscae Utility Operator: Small Rubber-Tired Tractor, Trencher Under 31 HP.

AREA DESCRIPTIONS:

AREA 1: ALAMEDA, BUTTE, CONTRA COSTA, KINGS, MARIN, MERCED,

NAPA, SACRAMENTO, SAN BENITO, SAN FRANCISCO, SAN JOAQUIN, SAN MATEO, SANTA CLARA, SANTA CRUZ, SOLANO, STANISLAUS, SUTTER, YOLO, AND YUBA COUNTIES

AREA 2 - MODOC COUNTY

THE REMAINING COUNTIES ARE SPLIT BETWEEN AREA 1 AND AREA 2 AS NOTED BELOW:

ALPINE COUNTY:
Area 1: Northernmost part
Area 2: Remainder

CALAVERAS COUNTY:
Area 1: Except Eastern part
Area 2: Eastern part

COLUSA COUNTY:
Area 1: Eastern part
Area 2: Remainder

DEL NORTE COUNTY:
Area 1: Extreme Southwestern corner
Area 2: Remainder

ELDORADO COUNTY:
Area 1: North Central part
Area 2: Remainder

FRESNO COUNTY
Area 1: Except Eastern part
Area 2: Eastern part

GLENN COUNTY:
Area 1: Eastern part
Area 2: Remainder

HUMBOLDT COUNTY:
Area 1: Except Eastern and Southwestern parts
Area 2: Remainder

LAKE COUNTY:
Area 1: Southern part
Area 2: Remainder

LASSEN COUNTY:
Area 1: Western part along the Southern portion of border with Shasta County
Area 2: Remainder

MADERA COUNTY
Area 1: Remainder
Area 2: Eastern part

MARIPOSA COUNTY
Area 1: Remainder
Area 2: Eastern part

MENDOCINO COUNTY:
Area 1: Central and Southeastern parts
Area 2: Remainder

MONTEREY COUNTY
Area 1: Remainder
Area 2: Southwestern part

NEVADA COUNTY:
Area 1: All but the Northern portion along the border of Sierra County
Area 2: Remainder

PLACER COUNTY:
Area 1: All but the Central portion
Area 2: Remainder

PLUMAS COUNTY:
Area 1: Western portion
Area 2: Remainder

SHASTA COUNTY:
Area 1: All but the Northeastern corner
Area 2: Remainder

SIERRA COUNTY:
Area 1: Western part
Area 2: Remainder

SISKIYOU COUNTY:
Area 1: Central part
Area 2: Remainder

SONOMA COUNTY:
Area 1: All but the Northwestern corner
Area 2: Reaminder

TEHAMA COUNTY:
Area 1: All but the Western border with mendocino & Trinity Counties
Area 2: Remainder

TRINITY COUNTY:
Area 1: East Central part and the Northeaster border with Shasta County
Area 2: Remainder

TULARE COUNTY;
Area 1: Remainder
Area 2: Eastern part

TUOLUMNE COUNTY:
Area 1: Remainder
Area 2: Eastern Part

ENGI0003-038 06/29/2020

""AREA 1"" WAGE RATES ARE LISTED BELOW

""AREA 2"" RECEIVES AN ADDITIONAL $2.00 PER HOUR ABOVE AREA 1 RATES.

SEE AREA DEFINITIONS BELOW

	Rates	Fringes
OPERATOR: Power Equipment		
(AREA 1:)		
GROUP 1	$ 51.42	31.15
GROUP 2	$ 49.89	31.15

GROUP 3.....$ 48.41 31.15
GROUP 4.....$ 47.03 31.15
GROUP 5.....$ 45.76 31.15
GROUP 6.....$ 44.44 31.15
GROUP 7.....$ 43.30 31.15
GROUP 8.....$ 42.16 31.15
GROUP 8-A.....$ 39.95 31.15

OPERATOR: Power Equipment
(Cranes and Attachments -
AREA 1:)

GROUP 1
Cranes.....$ 52.30 31.15
Oiler.....$ 43.79 31.15
Truck crane oiler.....$ 46.08 31.15
GROUP 2
Cranes.....$ 50.54 31.15
Oiler.....$ 42.83 31.15
Truck crane oiler.....$ 45.07 31.15
GROUP 3
Cranes.....$ 48.80 31.15
Hydraulic.....$ 44.44 31.15
Oiler.....$ 42.55 31.15
Truck crane oiler.....$ 44.83 31.15
GROUP 4
Cranes.....$ 45.76 31.15

OPERATOR: Power Equipment
(Piledriving - AREA 1:)

GROUP 1
Lifting devices.....$ 52.64 31.15
Oiler.....$ 43.38 31.15
Truck Crane Oiler.....$ 45.66 31.15
GROUP 2
Lifting devices.....$ 50.82 31.15
Oiler.....$ 43.11 31.15
Truck Crane Oiler.....$ 45.41 31.15
GROUP 3
Lifting devices.....$ 49.14 31.15
Oiler.....$ 42.89 31.15
Truck Crane Oiler.....$ 45.12 31.15
GROUP 4
Lifting devices.....$ 47.37 31.15
GROUP 5
Lifting devices.....$ 44.73 31.15
GROUP 6
Lifting devices.....$ 42.50 31.15

OPERATOR: Power Equipment
(Steel Erection - AREA 1:)

GROUP 1
Cranes.....$ 53.27 31.15
Oiler.....$ 43.72 31.15
Truck Crane Oiler.....$ 45.95 31.15
GROUP 2
Cranes.....$ 51.50 31.15
Oiler.....$ 43.45 31.15
Truck Crane Oiler.....$ 45.73 31.15
GROUP 3
Cranes.....$ 50.02 31.15
Hydraulic.....$ 45.07 31.15
Oiler.....$ 43.23 31.15
Truck Crane Oiler.....$ 45.46 31.15
GROUP 4
Cranes.....$ 48.00 31.15
GROUP 5
Cranes.....$ 46.70 31.15

OPERATOR: Power Equipment

(Tunnel and Underground Work
- AREA 1:)

SHAFTS, STOPES, RAISES:		
GROUP 1	$ 47.52	31.15
GROUP 1-A	$ 49.99	31.15
GROUP 2	$ 46.26	31.15
GROUP 3	$ 44.93	31.15
GROUP 4	$ 43.79	31.15
GROUP 5	$ 42.65	31.15
UNDERGROUND:		
GROUP 1	$ 47.42	31.15
GROUP 1-A	$ 49.89	31.15
GROUP 2	$ 46.16	31.15
GROUP 3	$ 44.83	31.15
GROUP 4	$ 43.69	31.15
GROUP 5	$ 42.55	31.15

FOOTNOTE: Work suspended by ropes or cables, or work on a Yo-Yo Cat: $.60 per hour additional.

POWER EQUIPMENT OPERATOR CLASSIFICATIONS

GROUP 1: Operator of helicopter (when used in erection work); Hydraulic excavator, 7 cu. yds. and over; Power shovels, over 7 cu. yds.

GROUP 2: Highline cableway; Hydraulic excavator, 3-1/2 cu. yds. up to 7 cu. yds.; Licensed construction work boat operator, on site; Power blade operator (finish); Power shovels, over 1 cu. yd. up to and including 7 cu. yds. m.r.c.

GROUP 3: Asphalt milling machine; Cable backhoe; Combination backhoe and loader over 3/4 cu. yds.; Continuous flight tie back machine assistant to engineer or mechanic; Crane mounted continuous flight tie back machine, tonnage to apply; Crane mounted drill attachment, tonnage to apply; Dozer, slope brd; Gradall; Hydraulic excavator, up to 3 1/2 cu. yds.; Loader 4 cu. yds. and over; Long reach excavator; Multiple engine scraper (when used as push pull); Power shovels, up to and including 1 cu. yd.; Pre-stress wire wrapping machine; Side boom cat, 572 or larger; Track loader 4 cu. yds. and over; Wheel excavator (up to and including 750 cu. yds. per hour)

GROUP 4: Asphalt plant engineer/box person; Chicago boom; Combination backhoe and loader up to and including 3/4 cu. yd.; Concrete batch plant (wet or dry); Dozer and/or push cat; Pull- type elevating loader; Gradesetter, grade checker (GPS, mechanical or otherwise); Grooving and grinding machine; Heading shield operator; Heavy-duty drilling equipment, Hughes, LDH, Watson 3000 or similar; Heavy-duty repairperson and/or welder; Lime spreader; Loader under 4 cu. yds.; Lubrication and service engineer (mobile and grease rack); Mechanical finishers or spreader machine (asphalt, Barber-Greene and similar); Miller Formless M-9000 slope paver or similar; Portable crushing and screening plants; Power blade support; Roller operator, asphalt; Rubber-tired scraper, self-loading (paddle-wheels, etc.); Rubber- tired earthmoving equipment (scrapers); Slip form paver (concrete); Small tractor with drag; Soil stabilizer (P & H or equal); Spider plow and spider puller; Tubex pile rig; Unlicensed constuction work boat operator, on site; Timber skidder; Track loader up to 4 yds.;

Tractor-drawn scraper; Tractor, compressor drill combination; Welder; Woods-Mixer (and other similar Pugmill equipment)

GROUP 5: Cast-in-place pipe laying machine; Combination slusher and motor operator; Concrete conveyor or concrete pump, truck or equipment mounted; Concrete conveyor, building site; Concrete pump or pumpcrete gun; Drilling equipment, Watson 2000, Texoma 700 or similar; Drilling and boring machinery, horizontal (not to apply to waterliners, wagon drills or jackhammers); Concrete mixer/all; Person and/or material hoist; Mechanical finishers (concrete) (Clary, Johnson, Bidwell Bridge Deck or similar types); Mechanical burm, curb and/or curb and gutter machine, concrete or asphalt); Mine or shaft hoist; Portable crusher; Power jumbo operator (setting slip-forms, etc., in tunnels); Screed (automatic or manual); Self-propelled compactor with dozer; Tractor with boom D6 or smaller; Trenching machine, maximum digging capacity over 5 ft. depth; Vermeer T-600B rock cutter or similar

GROUP 6: Armor-Coater (or similar); Ballast jack tamper; Boom- type backfilling machine; Assistant plant engineer; Bridge and/or gantry crane; Chemical grouting machine, truck-mounted; Chip spreading machine operator; Concrete saw (self-propelled unit on streets, highways, airports and canals); Deck engineer; Drilling equipment Texoma 600, Hughes 200 Series or similar up to and including 30 ft. m.r.c.; Drill doctor; Helicopter radio operator; Hydro-hammer or similar; Line master; Skidsteer loader, Bobcat larger than 743 series or similar (with attachments); Locomotive; Lull hi-lift or similar; Oiler, truck mounted equipment; Pavement breaker, truck-mounted, with compressor combination; Paving fabric installation and/or laying machine; Pipe bending machine (pipelines only); Pipe wrapping machine (tractor propelled and supported); Screed (except asphaltic concrete paving); Self- propelled pipeline wrapping machine; Tractor; Self-loading chipper; Concrete barrier moving machine

GROUP 7: Ballast regulator; Boom truck or dual-purpose A-frame truck, non-rotating - under 15 tons; Cary lift or similar; Combination slurry mixer and/or cleaner; Drilling equipment, 20 ft. and under m.r.c.; Firetender (hot plant); Grouting machine operator; Highline cableway signalperson; Stationary belt loader (Kolman or similar); Lift slab machine (Vagtborg and similar types); Maginnes internal full slab vibrator; Material hoist (1 drum); Mechanical trench shield; Pavement breaker with or without compressor combination); Pipe cleaning machine (tractor propelled and supported); Post driver; Roller (except asphalt); Chip Seal; Self-propelled automatically applied concrete curing mahcine (on streets, highways, airports and canals); Self-propelled compactor (without dozer); Signalperson; Slip-form pumps (lifting device for concrete forms); Tie spacer; Tower mobile; Trenching machine, maximum digging capacity up to and including 5 ft. depth; Truck- type loader

GROUP 8: Bit sharpener; Boiler tender; Box operator; Brakeperson; Combination mixer and compressor (shotcrete/gunite); Compressor operator; Deckhand; Fire tender; Forklift (under 20 ft.); Generator; Gunite/shotcrete equipment operator; Hydraulic monitor; Ken seal machine (or similar); Mixermobile; Oiler; Pump operator; Refrigeration plant; Reservoir-debris tug (self-

propelled floating); Ross Carrier (construction site); Rotomist operator; Self-propelled tape machine; Shuttlecar; Self-propelled power sweeper operator (includes vacuum sweeper); Slusher operator; Surface heater; Switchperson; Tar pot firetender; Tugger hoist, single drum; Vacuum cooling plant; Welding machine (powered other than by electricity)

GROUP 8-A: Elevator operator; Skidsteer loader-Bobcat 743 series or smaller, and similar (without attachments); Mini excavator under 25 H.P. (backhoe-trencher); Tub grinder wood chipper

---

ALL CRANES AND ATTACHMENTS

GROUP 1: Clamshell and dragline over 7 cu. yds.; Crane, over 100 tons; Derrick, over 100 tons; Derrick barge pedestal-mounted, over 100 tons; Self-propelled boom-type lifting device, over 100 tons

GROUP 2: Clamshell and dragline over 1 cu. yd. up to and including 7 cu. yds.; Crane, over 45 tons up to and including 100 tons; Derrick barge, 100 tons and under; Self-propelled boom-type lifting device, over 45 tons; Tower crane

GROUP 3: Clamshell and dragline up to and including 1 cu. yd.; Cranes 45 tons and under; Self-propelled boom-type lifting device 45 tons and under;

GROUP 4: Boom Truck or dual purpose A-frame truck, non-rotating over 15 tons; Truck-mounted rotating telescopic boom type lifting device, Manitex or similar (boom truck) over 15 tons; Truck-mounted rotating telescopic boom type lifting device, Manitex or similar (boom truck) - under 15 tons;

PILEDRIVERS

GROUP 1: Derrick barge pedestal mounted over 100 tons; Clamshell over 7 cu. yds.; Self-propelled boom-type lifting device over 100 tons; Truck crane or crawler, land or barge mounted over 100 tons

GROUP 2: Derrick barge pedestal mounted 45 tons to and including 100 tons; Clamshell up to and including 7 cu. yds.; Self-propelled boom-type lifting device over 45 tons; Truck crane or crawler, land or barge mounted, over 45 tons up to and including 100 tons; Fundex F-12 hydraulic pile rig

GROUP 3: Derrick barge pedestal mounted under 45 tons; Self-propelled boom-type lifting device 45 tons and under; Skid/scow piledriver, any tonnage; Truck crane or crawler, land or barge mounted 45 tons and under

GROUP 4: Assistant operator in lieu of assistant to engineer; Forklift, 10 tons and over; Heavy-duty repairperson/welder

GROUP 5: Deck engineer

GROUP 6: Deckhand; Fire tender

STEEL ERECTORS

GROUP 1: Crane over 100 tons; Derrick over 100 tons; Self-propelled boom-type lifting device over 100 tons

GROUP 2: Crane over 45 tons to 100 tons; Derrick under 100 tons; Self-propelled boom-type lifting device over 45 tons to 100 tons; Tower crane

GROUP 3: Crane, 45 tons and under; Self-propelled boom-type lifting device, 45 tons and under

GROUP 4: Chicago boom; Forklift, 10 tons and over; Heavy-duty repair person/welder

GROUP 5: Boom cat

TUNNEL AND UNDERGROUND WORK

GROUP 1-A: Tunnel bore machine operator, 20' diameter or more

GROUP 1: Heading shield operator; Heavy-duty repairperson; Mucking machine (rubber tired, rail or track type); Raised bore operator (tunnels); Tunnel mole bore operator

GROUP 2: Combination slusher and motor operator; Concrete pump or pumpcrete gun; Power jumbo operator

GROUP 3: Drill doctor; Mine or shaft hoist

GROUP 4: Combination slurry mixer cleaner; Grouting Machine operator; Motorman

GROUP 5: Bit Sharpener; Brakeman; Combination mixer and compressor (gunite); Compressor operator; Oiler; Pump operator; Slusher operator

---

AREA DESCRIPTIONS:

POWER EQUIPMENT OPERATORS, CRANES AND ATTACHMENTS,TUNNEL AND UNDERGROUND [These areas do not apply to Piledrivers and Steel Erectors]

AREA 1: DEL NORTE, HUMBOLDT, LAKE, MENDOCINO
AREA 2 -NOTED BELOW

THE REMAINING COUNTIES ARE SPLIT BETWEEN AREA 1 AND AREA 2 AS NOTED BELOW:

DEL NORTE COUNTY:
Area 1: Extreme Southwest corner
Area 2: Remainder

HUMBOLDT COUNTY:
Area 1: Except Eastern and Southwestern parts
Area 2: Remainder

LAKE COUNTY:
Area 1: Southern part
Area 2: Remainder

MENDOCINO COUNTY:
Area 1: Central and Southeastern Parts
Area 2: Remainder

IRON0433-006 07/01/2020

	Rates	Fringes
IRONWORKER		
Fence Erector	$ 34.58	24.81
Ornamental, Reinforcing and Structural	$ 41.00	33.45

PREMIUM PAY:

$6.00 additional per hour at the following locations:

China Lake Naval Test Station, Chocolate Mountains Naval Reserve-Niland,
Edwards AFB, Fort Irwin Military Station, Fort Irwin Training Center-Goldstone, San Clemente Island, San Nicholas Island, Susanville Federal Prison, 29 Palms - Marine Corps, U.S. Marine Base - Barstow, U.S. Naval Air Facility - Sealey, Vandenberg AFB

$4.00 additional per hour at the following locations:

Army Defense Language Institute - Monterey, Fallon Air Base, Naval Post Graduate School - Monterey, Yermo Marine Corps Logistics Center

$2.00 additional per hour at the following locations:

Port Hueneme, Port Mugu, U.S. Coast Guard Station - Two Rock

LABO0067-001 06/28/2021

AREA ""A"" - MARIN COUNTY

AREA ""B"" - ALPINE, AMADOR, BUTTE COLUSA EL DORADO, GLENN, LASSEN, MODOC, NAPA, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SOLANO, SONOMA, SUTTER, TEHAMA, TRINITY, YOLO, AND YUBA COUNTIES

	Rates	Fringes
Asbestos Removal Laborer	$ 26.05	12.75
LABORER (Lead Removal)		
Marin County	$ 34.37	25.95
Remaining Counties	$ 33.37	25.95

LABO0067-005 06/27/2017

AREA ""A"" - ALAMEDA, CONTRA COSTA, SAN FRANCISCO, SAN MATEO AND SANTA CLARA COUNTIES

AREA ""B"" - ALPINE, AMADOR, BUTTE, CALAVERAS, COLUSA, DEL NORTE, EL DORADO, FRESNO, GLENN, HUMBOLDT, KINGS, LAKE, LASSEN,

MADERA, MARIPOSA, MENDOCINO, MERCED, MODOC, MONTEREY, NEVADA, PLACER, PLUMAS, SANCREMENTO, SAN BENITO, SAN JOAQUIN, SANTA CRUZ, SIERRA, SHASTA, SISKIYOU, STANISLAUS, TEHAMA, TRINITY, TULARE, TUOLUMNE, YOLO AND YOUBA COUNTIES

	Rates	Fringes
LABORER (TRAFFIC CONTROL/LANE CLOSURE)		
Escort Driver, Flag Person		
Area A	$ 29.54	22.17
Area B	$ 28.54	22.17
Traffic Control Person I		
Area A	$ 29.84	22.17
Area B	$ 28.84	22.17
Traffic Control Person II		
Area A	$ 27.34	22.17
Area B	$ 26.34	22.17

TRAFFIC CONTROL PERSON I: Layout of traffic control, crash cushions, construction area and roadside signage.

TRAFFIC CONTROL PERSON II: Installation and removal of temporary/permanent signs, markers, delineators and crash cushions.

LABO0185-002 07/01/2021

ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, TRINITY, YOLO AND YUBA COUNTIES

	Rates	Fringes
LABORER		
Mason Tender-Brick	$ 34.09	24.41

LABO0185-005 07/01/2021

ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, TRINITY, YOLO AND YUBA COUNTIES

	Rates	Fringes
Tunnel and Shaft Laborers:		
GROUP 1	$ 42.00	25.71
GROUP 2	$ 41.77	25.71
GROUP 3	$ 41.52	25.71
GROUP 4	$ 41.07	25.71
GROUP 5	$ 40.53	25.71
Shotcrete Specialist	$ 42.52	25.71

TUNNEL AND SHAFT CLASSIFICATIONS

GROUP 1: Diamond driller; Groundmen; Gunite and shotcrete nozzlemen

GROUP 2: Rodmen; Shaft work & raise (below actual or excavated ground level)

GROUP 3: Bit grinder; Blaster, driller, powdermen, heading; Cherry pickermen - where car is lifted; Concrete finisher in tunnel; Concrete screedman; Grout pumpman and potman; Gunite & shotcrete gunman & potman; Headermen; High pressure nozzleman; Miner - tunnel, including top and bottom man on shaft and raise work; Nipper; Nozzleman on slick line; Sandblaster - potman, Robotic Shotcrete Placer, Segment Erector, Tunnel Muck Hauler, Steel Form raiser and setter; Timberman, retimberman (wood or steel or substitute materials therefore); Tugger (for tunnel laborer work); Cable tender; Chuck tender; Powderman - primer house

GROUP 4: Vibrator operator, pavement breaker; Bull gang - muckers, trackmen; Concrete crew - includes rodding and spreading, Dumpmen (any method)

GROUP 5: Grout crew; Reboundman; Swamper/ Brakeman

LABO0185-006 06/25/2018

ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHIASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, TRINITY, YOLO, YUBA COUNTIES

	Rates	Fringes
LABORER (CONSTRUCTION CRAFT LABORERS - AREA B:)		
Construction Specialist Group	$ 30.49	23.20
GROUP 1	$ 29.79	23.20
GROUP 1-a	$ 30.01	23.20
GROUP 1-c	$ 30.01	23.20
GROUP 1-e	$ 30.34	23.20
GROUP 1-f	$ 30.37	23.20
GROUP 2	$ 29.64	23.20
GROUP 3	$ 29.54	23.20
GROUP 4	$ 23.23	23.20
See groups 1-b and 1-d under laborer classifications.		
LABORER (GARDENERS, HORTICULTURAL & LANDSCAPE LABORERS - AREA B:)		
(1) New Construction	$ 29.54	23.20
(2) Establishment Warranty Period	$ 23.23	23.20
LABORER (GUNITE - AREA B:)		
GROUP 1	$ 29.75	22.31
GROUP 2	$ 29.25	22.31
GROUP 3	$ 28.66	22.31
GROUP 4	$ 28.54	22.31
LABORER (WRECKING - AREA B:)		
GROUP 1	$ 29.79	23.20
GROUP 2	$ 29.64	23.20

FOOTNOTES:

Laborers working off or with or from bos'n chairs, swinging scaffolds, belts shall receive $0.25 per hour above the applicable wage rate. This shall not apply to workers entitled to receive the wage rate set forth in Group 1-a below.

LABORER CLASSIFICATIONS

CONSTRUCTION SPECIALIST GROUP: Asphalt ironer and raker; Chainsaw; Laser beam in connection with laborers' work; Cast-in- place manhole form setter; Pressure pipelayer; Davis trencher - 300 or similar type (and all small trenchers); Blaster; Diamond driller; Multiple unit drill; Hydraulic drill

GROUP 1: Asphalt spreader boxes (all types); Barko, Wacker and similar type tampers; Buggymobile; Caulker, bander, pipewrapper, conduit layer, plastic pipelayer; Certified hazardous waste worker including Leade Abatement; Compactors of all types; Concrete and magnesite mixer, 1/2 yd. and under; Concrete pan work; Concrete sander; Concrete saw; Cribber and/or shoring; Cut granite curb setter; Dri-pak-it machine; Faller, logloader and bucker; Form raiser, slip forms; Green cutter; Headerboard, Hubsetter, aligner, by any method; High pressure blow pipe (1-1/2"" or over, 100 lbs. pressure/over); Hydro seeder and similar type; Jackhammer operator; Jacking of pipe over 12 inches; Jackson and similar type compactor; Kettle tender, pot and worker applying asphalt, lay-kold, creosote, lime, caustic and similar type materials (applying means applying, dipping or handling of such materials); Lagging, sheeting, whaling, bracing, trenchjacking, lagging hammer; Magnesite, epoxyresin, fiberglass, mastic worker (wet or dry); No joint pipe and stripping of same, including repair of voids; Pavement breaker and spader, including tool grinder; Perma curb; Pipelayer (including grade checking in connection with pipelaying); Precast-manhole setter; Pressure pipe tester; Post hole digger, air, gas and electric; Power broom sweeper; Power tampers of all types (except as shown in Group 2); Ram set gun and stud gun; Riprap stonepaver and rock-slinger, including placing of sacked concrete and/or sand (wet or dry) and gabions and similar type; Rotary scarifier or multiple head concrete chipping scarifier; Roto and Ditch Witch; Rototiller; Sandblaster, pot, gun, nozzle operators; Signalling and rigging; Tank cleaner; Tree climber; Turbo blaster; Vibrascreed, bull float in connection with laborers' work; Vibrator; Hazardous waste worker (lead removal); Asbestos and mold removal worker

GROUP 1-a: Joy drill model TWM-2A; Gardner-Denver model DH143 and similar type drills; Track driller; Jack leg driller; Wagon driller; Mechanical drillers, all types regardless of type or method of power; Mechanical pipe layers, all types regardless of type or method of power; Blaster and powder; All work of loading, placing and blasting of all powder and explosives of whatever type regardless of method used for such loading and placing; High scalers (including drilling of same); Tree topper; Bit grinder

GROUP 1-b: Sewer cleaners shall receive $4.00 per day above Group 1 wage rates. ""Sewer cleaner"" means any worker who handles or comes in contact with raw sewage in small diameter sewers. Those who work inside recently active, large diameter sewers, and all recently active sewer manholes shal receive $5.00 per day above Group 1 wage rates.

GROUP 1-c: Burning and welding in connection with laborers' work; Synthetic thermoplastics and similar type welding

GROUP 1-d: Maintenance and repair track and road beds. All employees performing work covered herein shall receive $ .25 per hour above their regular rate for all work performed on underground structures not specifically covered herein. This paragraph shall not be construed to apply to work below ground level in open cut. It shall apply to cut and cover work of subway construction after the temporary cover has been placed.

GROUP 1-e: Work on and/or in bell hole footings and shafts thereof, and work on and in deep footings. (A deep footing is a hole 15 feet or more in depth.) In the event the depth of the footing is unknown at the commencement of excavation, and the final depth exceeds 15 feet, the deep footing wage rate would apply to all employees for each and every day worked on or in the excavation of the footing from the date of inception.

GROUP 1-f: Wire winding machine in connection with guniting or shot crete

GROUP 2: Asphalt shoveler; Cement dumper and handling dry cement or gypsum; Choke-setter and rigger (clearing work); Concrete bucket dumper and chute; Concrete chipping and grinding; Concrete laborer (wet or dry); Driller tender, chuck tender, nipper; Guinea chaser (stake), grout crew; High pressure nozzle, adductor; Hydraulic monitor (over 100 lbs. pressure); Loading and unloading, carrying and hauling of all rods and materials for use in reinforcing concrete construction; Pittsburgh chipper and similar type brush shredders; Sloper; Single foot, hand-held, pneumatic tamper; All pneumatic, air, gas and electric tools not listed in Groups 1 through 1-f; Jacking of pipe - under 12 inches

GROUP 3: Construction laborers, including bridge and general laborer; Dump, load spotter; Flag person; Fire watcher; Fence erector; Guardrail erector; Gardener, horticultural and landscape laborer; Jetting; Limber, brush loader and piler; Pavement marker (button setter); Maintenance, repair track and road beds; Streetcar and railroad construction track laborer; Temporary air and water lines, Victaulic or similar; Tool room attendant (jobsite only)

GROUP 4: Final clean-up work of debris, grounds and building including but not limited to: street cleaner; cleaning and washing windows; brick cleaner (jobsite only); material cleaner (jobsite only). The classification ""material cleaner"" is to be utilized under the following conditions:
A: at demolition site for the salvage of the material.
B: at the conclusion of a job where the material is to be salvaged and stocked to be reused on another job.
C: for the cleaning of salvage material at the jobsite or temporary jobsite yard.

The material cleaner classification should not be used in the performance of ""form stripping, cleaning and oiling and moving to the next point of erection"".

GUNITE LABORER CLASSIFICATIONS

GROUP 1: Structural Nozzleman

GROUP 2: Nozzleman, Gunman, Potman, Groundman

GROUP 3: Reboundman

GROUP 4: Gunite laborer

WRECKING WORK LABORER CLASSIFICATIONS

GROUP 1: Skilled wrecker (removing and salvaging of sash, windows and materials)

GROUP 2: Semi-skilled wrecker (salvaging of other building materials)

LABO0185-008 07/01/2021

	Rates	Fringes
Plasterer tender	$ 35.82	28.45

Work on a swing stage scaffold: $1.00 per hour additional.

LABO0261-002 06/28/2021

MARIN COUNTY

	Rates	Fringes
LABORER (TRAFFIC CONTROL/LANE CLOSURE)		
Escort Driver, Flag Person	$ 34.48	26.21
Traffic Control Person I	$ 34.78	26.21
Traffic Control Person II	$ 32.28	26.21

TRAFFIC CONTROL PERSON I: Layout of traffic control, crash cushions, construction area and roadside signage.

TRAFFIC CONTROL PERSON II: Installation and removal of temporary/permanent signs, markers, delineators and crash cushions.

LABO0261-004 07/01/2021

MARIN COUNTY

	Rates	Fringes
Tunnel and Shaft Laborers:		
GROUP 1	$ 42.00	25.71
GROUP 2	$ 41.77	25.71
GROUP 3	$ 41.52	25.71
GROUP 4	$ 41.07	25.71
GROUP 5	$ 40.53	25.71
Shotcrete Specialist	$ 42.52	25.71

TUNNEL AND SHAFT CLASSIFICATIONS

GROUP 1: Diamond driller; Groundmen; Gunite and shotcrete nozzlemen

GROUP 2: Rodmen; Shaft work & raise (below actual or excavated ground level)

GROUP 3: Bit grinder; Blaster, driller, powdermen, heading; Cherry pickermen - where car is lifted; Concrete finisher in tunnel; Concrete screedman; Grout pumpman and potman; Gunite & shotcrete gunman & potman; Headermen; High pressure nozzleman; Miner - tunnel, including top and bottom man on shaft and raise work; Nipper; Nozzleman on slick line; Sandblaster - potman, Robotic Shotcrete Placer, Segment Erector, Tunnel Muck Hauler, Steel Form raiser and setter; Timberman, retimberman (wood or steel or substitute materials therefore); Tugger (for tunnel laborer work); Cable tender; Chuck tender; Powderman - primer house

GROUP 4: Vibrator operator, pavement breaker; Bull gang - muckers, trackmen; Concrete crew - includes rodding and spreading, Dumpmen (any method)

GROUP 5: Grout crew; Reboundman; Swamper/ Brakeman

LABO0261-007 07/01/2018

MARIN AND NAPA COUNTIES

	Rates	Fringes
LABORER		
Mason Tender-Brick	$ 32.45	22.20

LABO0261-010 06/25/2018

MARIN COUNTY

	Rates	Fringes
LABORER (CONSTRUCTION CRAFT LABORERS - AREA A:)		
Construction Specialist Group	$ 31.49	23.20
GROUP 1	$ 30.79	23.20
GROUP 1-a	$ 31.01	23.20
GROUP 1-c	$ 30.84	23.20
GROUP 1-e	$ 31.34	23.20
GROUP 1-f	$ 31.37	23.20
GROUP 2	$ 30.64	23.20
GROUP 3	$ 30.54	23.20
GROUP 4	$ 24.23	23.20
See groups 1-b and 1-d under laborer classifications.		
LABORER (GARDENERS, HORTICULTURAL & LANDSCAPE LABORERS - AREA A:)		
(1) New Construction	$ 30.54	23.20
(2) Establishment Warranty Period	$ 24.23	23.20
LABORER (GUNITE - AREA A:)		
GROUP 1	$ 30.75	22.31
GROUP 2	$ 30.25	22.31
GROUP 3	$ 29.66	22.31
GROUP 4	$ 29.54	22.31
LABORER (WRECKING - AREA A:)		
GROUP 1	$ 30.79	23.20
GROUP 2	$ 30.64	23.20

FOOTNOTES:

Laborers working off or with or from bos'n chairs, swinging scaffolds, belts shall receive $0.25 per hour above the applicable wage rate. This shall not apply to workers entitled to receive the wage rate set forth in Group 1-a below.

LABORER CLASSIFICATIONS

CONSTRUCTION SPECIALIST GROUP: Asphalt ironer and raker; Chainsaw; Laser beam in connection with laborers' work; Cast-in- place manhole form setter; Pressure pipelayer; Davis trencher - 300 or similar type (and all small trenchers); Blaster; Diamond driller; Multiple unit drill; Hydraulic drill

GROUP 1: Asphalt spreader boxes (all types); Barko, Wacker and similar type tampers; Buggymobile; Caulker, bander, pipewrapper, conduit layer, plastic pipelayer; Certified hazardous waste worker including Leade Abatement; Compactors of all types; Concrete and magnesite mixer, 1/2 yd. and under; Concrete pan work; Concrete sander; Concrete saw; Cribber and/or shoring; Cut granite curb setter; Dri-pak-it machine; Faller, logloader and bucker; Form raiser, slip forms; Green cutter; Headerboard, Hubsetter, aligner, by any method; High pressure blow pipe (1-1/2"" or over, 100 lbs. pressure/over); Hydro seeder and similar type; Jackhammer operator; Jacking of pipe over 12 inches; Jackson and similar type compactor; Kettle tender, pot and worker applying asphalt, lay-kold, creosote, lime, caustic and similar type materials (applying means applying, dipping or handling of such materials); Lagging, sheeting, whaling, bracing, trenchjacking, lagging hammer; Magnesite, epoxyresin, fiberglass, mastic worker (wet or dry); No joint pipe and stripping of same, including repair of voids; Pavement breaker and spader, including tool grinder; Perma curb; Pipelayer (including grade checking in connection with pipelaying); Precast-manhole setter; Pressure pipe tester; Post hole digger, air, gas and electric; Power broom sweeper; Power tampers of all types (except as shown in Group 2); Ram set gun and stud gun; Riprap stonepaver and rock-slinger, including placing of sacked concrete and/or sand (wet or dry) and gabions and similar type; Rotary scarifier or multiple head concrete chipping scarifier; Roto and Ditch Witch; Rototiller; Sandblaster, pot, gun, nozzle operators; Signalling and rigging; Tank cleaner; Tree climber; Turbo blaster; Vibrascreed, bull float in connection with laborers' work; Vibrator; Hazardous waste worker (lead removal); Asbestos and mold removal worker

GROUP 1-a: Joy drill model TWM-2A; Gardner-Denver model DH143 and similar type drills; Track driller; Jack leg driller; Wagon driller; Mechanical drillers, all types regardless of type or method of power; Mechanical pipe layers, all types regardless of type or method of power; Blaster and powder; All work of loading, placing and blasting of all powder and explosives of whatever type regardless of method used for such loading and placing; High scalers (including drilling of same); Tree topper; Bit grinder

GROUP 1-b: Sewer cleaners shall receive $4.00 per day above

Group 1 wage rates. ""Sewer cleaner"" means any worker who handles or comes in contact with raw sewage in small diameter sewers. Those who work inside recently active, large diameter sewers, and all recently active sewer manholes shal receive $5.00 per day above Group 1 wage rates.

GROUP 1-c: Burning and welding in connection with laborers' work; Synthetic thermoplastics and similar type welding

GROUP 1-d: Maintenance and repair track and road beds. All employees performing work covered herein shall receive $ .25 per hour above their regular rate for all work performed on underground structures not specifically covered herein. This paragraph shall not be construed to apply to work below ground level in open cut. It shall apply to cut and cover work of subway construction after the temporary cover has been placed.

GROUP 1-e: Work on and/or in bell hole footings and shafts thereof, and work on and in deep footings. (A deep footing is a hole 15 feet or more in depth.) In the event the depth of the footing is unknown at the commencement of excavation, and the final depth exceeds 15 feet, the deep footing wage rate would apply to all employees for each and every day worked on or in the excavation of the footing from the date of inception.

GROUP 1-f: Wire winding machine in connection with guniting or shot crete

GROUP 2: Asphalt shoveler; Cement dumper and handling dry cement or gypsum; Choke-setter and rigger (clearing work); Concrete bucket dumper and chute; Concrete chipping and grinding; Concrete laborer (wet or dry); Driller tender, chuck tender, nipper; Guinea chaser (stake), grout crew; High pressure nozzle, adductor; Hydraulic monitor (over 100 lbs. pressure); Loading and unloading, carrying and hauling of all rods and materials for use in reinforcing concrete construction; Pittsburgh chipper and similar type brush shredders; Sloper; Single foot, hand-held, pneumatic tamper; All pneumatic, air, gas and electric tools not listed in Groups 1 through 1-f; Jacking of pipe - under 12 inches

GROUP 3: Construction laborers, including bridge and general laborer; Dump, load spotter; Flag person; Fire watcher; Fence erector; Guardrail erector; Gardener, horticultural and landscape laborer; Jetting; Limber, brush loader and piler; Pavement marker (button setter); Maintenance, repair track and road beds; Streetcar and railroad construction track laborer; Temporary air and water lines, Victaulic or similar; Tool room attendant (jobsite only)

GROUP 4: Final clean-up work of debris, grounds and building including but not limited to: street cleaner; cleaning and washing windows; brick cleaner (jobsite only); material cleaner (jobsite only). The classification ""material cleaner"" is to be utilized under the following conditions:
A: at demolition site for the salvage of the material.
B: at the conclusion of a job where the material is to be salvaged and stocked to be reused on another job.
C: for the cleaning of salvage material at the jobsite or temporary jobsite yard.

The material cleaner classification should not be used in the performance of ""form stripping, cleaning and oiling and moving to the next point of erection"".

GUNITE LABORER CLASSIFICATIONS

GROUP 1: Structural Nozzleman

GROUP 2: Nozzleman, Gunman, Potman, Groundman

GROUP 3: Reboundman

GROUP 4: Gunite laborer

WRECKING WORK LABORER CLASSIFICATIONS

GROUP 1: Skilled wrecker (removing and salvaging of sash, windows and materials)

GROUP 2: Semi-skilled wrecker (salvaging of other building materials)

LABO0261-015 07/01/2021

	Rates	Fringes
Plasterer tender	$ 35.82	28.45

Work on a swing stage scaffold: $1.00 per hour additional.

LABO0324-004 06/28/2021

NAPA, SOLANO, AND SONOMA, COUNTIES

	Rates	Fringes
LABORER (TRAFFIC CONTROL/LANE CLOSURE)		
Escort Driver, Flag Person	$ 33.48	26.21
Traffic Control Person I	$ 33.78	26.21
Traffic Control Person II	$ 31.28	26.21

TRAFFIC CONTROL PERSON I: Layout of traffic control, crash cushions, construction area and roadside signage.

TRAFFIC CONTROL PERSON II: Installation and removal of temporary/permanent signs, markers, delineators and crash cushions.

LABO0324-008 06/25/2018

NAPA, SOLANO, AND SONOMA COUNTIES

	Rates	Fringes
Tunnel and Shaft Laborers:		
GROUP 1	$ 37.82	24.11
GROUP 2	$ 37.59	24.11
GROUP 3	$ 37.34	24.11

GROUP 4.....$ 36.89 24.11
GROUP 5.....$ 36.35 24.11
Shotcrete Specialist.....$ 38.34 24.11

TUNNEL AND SHAFT CLASSIFICATIONS

GROUP 1: Diamond driller; Groundmen; Gunite and shotcrete nozzlemen

GROUP 2: Rodmen; Shaft work & raise (below actual or excavated ground level)

GROUP 3: Bit grinder; Blaster, driller, powdermen, heading; Cherry pickermen - where car is lifted; Concrete finisher in tunnel; Concrete screedman; Grout pumpman and potman; Gunite & shotcrete gunman & potman; Headermen; High pressure nozzleman; Miner - tunnel, including top and bottom man on shaft and raise work; Nipper; Nozzleman on slick line; Sandblaster - potman, Robotic Shotcrete Placer, Segment Erector, Tunnel Muck Hauler, Steel Form raiser and setter; Timberman, retimberman (wood or steel or substitute materials therefore); Tugger (for tunnel laborer work); Cable tender; Chuck tender; Powderman - primer house

GROUP 4: Vibrator operator, pavement breaker; Bull gang - muckers, trackmen; Concrete crew - includes rodding and spreading, Dumpmen (any method)

GROUP 5: Grout crew; Reboundman; Swamper/ Brakeman

LABO0324-010 07/01/2018

SOLANO AND SONOMA COUNTIES

	Rates	Fringes
LABORER		
Mason Tender-Brick	$ 31.45	22.20

LABO0324-013 06/25/2018

NAPA, SOLANO, AND SONOMA COUNTIES

	Rates	Fringes
LABORER (CONSTRUCTION CRAFT LABORERS - AREA B:)		
Construction Specialist Group	$ 30.49	23.20
GROUP 1	$ 29.79	23.20
GROUP 1-a	$ 30.01	23.20
GROUP 1-c	$ 29.84	23.20
GROUP 1-e	$ 30.34	23.20
GROUP 1-f	$ 29.37	23.20
GROUP 2	$ 29.64	23.20
GROUP 3	$ 29.54	23.20
GROUP 4	$ 23.23	23.20
See groups 1-b and 1-d under laborer classifications.		
LABORER (GARDENERS, HORTICULTURAL & LANDSCAPE LABORERS - AREA B:)		
(1) New Construction	$ 29.54	23.20
(2) Establishment Warranty Period	$ 23.23	23.20

LABORER (GUNITE - AREA B:)

GROUP 1	$ 29.75	22.31
GROUP 2	$ 29.25	22.31
GROUP 3	$ 28.66	22.31
GROUP 4	$ 28.54	22.31

LABORER (WRECKING - AREA B:)

GROUP 1	$ 29.79	23.20
GROUP 2	$ 29.64	23.20

FOOTNOTES:

Laborers working off or with or from bos'n chairs, swinging scaffolds, belts shall receive $0.25 per hour above the applicable wage rate. This shall not apply to workers entitled to receive the wage rate set forth in Group 1-a below.

LABORER CLASSIFICATIONS

CONSTRUCTION SPECIALIST GROUP: Asphalt ironer and raker; Chainsaw; Laser beam in connection with laborers' work; Cast-in- place manhole form setter; Pressure pipelayer; Davis trencher - 300 or similar type (and all small trenchers); Blaster; Diamond driller; Multiple unit drill; Hydraulic drill

GROUP 1: Asphalt spreader boxes (all types); Barko, Wacker and similar type tampers; Buggymobile; Caulker, bander, pipewrapper, conduit layer, plastic pipelayer; Certified hazardous waste worker including Leade Abatement; Compactors of all types; Concrete and magnesite mixer, 1/2 yd. and under; Concrete pan work; Concrete sander; Concrete saw; Cribber and/or shoring; Cut granite curb setter; Dri-pak-it machine; Faller, logloader and bucker; Form raiser, slip forms; Green cutter; Headerboard, Hubsetter, aligner, by any method; High pressure blow pipe (1-1/2"" or over, 100 lbs. pressure/over); Hydro seeder and similar type; Jackhammer operator; Jacking of pipe over 12 inches; Jackson and similar type compactor; Kettle tender, pot and worker applying asphalt, lay-kold, creosote, lime, caustic and similar type materials (applying means applying, dipping or handling of such materials); Lagging, sheeting, whaling, bracing, trenchjacking, lagging hammer; Magnesite, epoxyresin, fiberglass, mastic worker (wet or dry); No joint pipe and stripping of same, including repair of voids; Pavement breaker and spader, including tool grinder; Perma curb; Pipelayer (including grade checking in connection with pipelaying); Precast-manhole setter; Pressure pipe tester; Post hole digger, air, gas and electric; Power broom sweeper; Power tampers of all types (except as shown in Group 2); Ram set gun and stud gun; Riprap stonepaver and rock-slinger, including placing of sacked concrete and/or sand (wet or dry) and gabions and similar type; Rotary scarifier or multiple head concrete chipping scarifier; Roto and Ditch Witch; Rototiller; Sandblaster, pot, gun, nozzle operators; Signalling and rigging; Tank cleaner; Tree climber; Turbo blaster; Vibrascreed, bull float in connection with laborers' work; Vibrator; Hazardous waste worker (lead removal); Asbestos and mold removal worker

GROUP 1-a: Joy drill model TWM-2A; Gardner-Denver model DH143 and similar type drills; Track driller; Jack leg driller;

Wagon driller; Mechanical drillers, all types regardless of type or method of power; Mechanical pipe layers, all types regardless of type or method of power; Blaster and powder; All work of loading, placing and blasting of all powder and explosives of whatever type regardless of method used for such loading and placing; High scalers (including drilling of same); Tree topper; Bit grinder

GROUP 1-b: Sewer cleaners shall receive $4.00 per day above Group 1 wage rates. ""Sewer cleaner"" means any worker who handles or comes in contact with raw sewage in small diameter sewers. Those who work inside recently active, large diameter sewers, and all recently active sewer manholes shal receive $5.00 per day above Group 1 wage rates.

GROUP 1-c: Burning and welding in connection with laborers' work; Synthetic thermoplastics and similar type welding

GROUP 1-d: Maintenance and repair track and road beds. All employees performing work covered herein shall receive $ .25 per hour above their regular rate for all work performed on underground structures not specifically covered herein. This paragraph shall not be construed to apply to work below ground level in open cut. It shall apply to cut and cover work of subway construction after the temporary cover has been placed.

GROUP 1-e: Work on and/or in bell hole footings and shafts thereof, and work on and in deep footings. (A deep footing is a hole 15 feet or more in depth.) In the event the depth of the footing is unknown at the commencement of excavation, and the final depth exceeds 15 feet, the deep footing wage rate would apply to all employees for each and every day worked on or in the excavation of the footing from the date of inception.

GROUP 1-f: Wire winding machine in connection with guniting or shot crete

GROUP 2: Asphalt shoveler; Cement dumper and handling dry cement or gypsum; Choke-setter and rigger (clearing work); Concrete bucket dumper and chute; Concrete chipping and grinding; Concrete laborer (wet or dry); Driller tender, chuck tender, nipper; Guinea chaser (stake), grout crew; High pressure nozzle, adductor; Hydraulic monitor (over 100 lbs. pressure); Loading and unloading, carrying and hauling of all rods and materials for use in reinforcing concrete construction; Pittsburgh chipper and similar type brush shredders; Sloper; Single foot, hand-held, pneumatic tamper; All pneumatic, air, gas and electric tools not listed in Groups 1 through 1-f; Jacking of pipe - under 12 inches

GROUP 3: Construction laborers, including bridge and general laborer; Dump, load spotter; Flag person; Fire watcher; Fence erector; Guardrail erector; Gardener, horticultural and landscape laborer; Jetting; Limber, brush loader and piler; Pavement marker (button setter); Maintenance, repair track and road beds; Streetcar and railroad construction track laborer; Temporary air and water lines, Victaulic or similar; Tool room attendant (jobsite only)

GROUP 4: Final clean-up work of debris, grounds and building including but not limited to: street cleaner; cleaning and

washing windows; brick cleaner (jobsite only); material cleaner (jobsite only). The classification ""material cleaner"" is to be utilized under the following conditions:
A: at demolition site for the salvage of the material.
B: at the conclusion of a job where the material is to be salvaged and stocked to be reused on another job.
C: for the cleaning of salvage material at the jobsite or temporary jobsite yard.

The material cleaner classification should not be used in the performance of ""form stripping, cleaning and oiling and moving to the next point of erection"".

GUNITE LABORER CLASSIFICATIONS

GROUP 1: Structural Nozzleman

GROUP 2: Nozzleman, Gunman, Potman, Groundman

GROUP 3: Reboundman

GROUP 4: Gunite laborer

WRECKING WORK LABORER CLASSIFICATIONS

GROUP 1: Skilled wrecker (removing and salvaging of sash, windows and materials)

GROUP 2: Semi-skilled wrecker (salvaging of other building materials)

LABO0324-019 07/01/2021

	Rates	Fringes
Plasterer tender	$ 35.82	28.45

Work on a swing stage scaffold: $1.00 per hour additional.

PAIN0016-004 01/01/2021

MARIN, NAPA, SOLANO & SONOMA COUNTIES

	Rates	Fringes
Painters:	$ 45.22	25.48

PREMIUMS:
EXOTIC MATERIALS - $1.25 additional per hour.
SPRAY WORK: - $0.50 additional per hour.
INDUSTRIAL PAINTING - $0.25 additional per hour
[Work on industrial buildings used for the manufacture and processing of goods for sale or service; steel construction (bridges), stacks, towers, tanks, and similar structures]

HIGH WORK:
over 50 feet - $2.00 per hour additional
100 to 180 feet - $4.00 per hour additional
Over 180 feet - $6.00 per houir additional

---

* PAIN0016-005 07/01/2021

ALPINE, BUTTE, COLUSA, EL DORADO (west of the Sierra Nevada Mountains), GLENN, LASSEN (west of Hwy. 395, excluding Honey Lake); MARIN, MODOC, NAPA, NEVADA (west of the Sierra Nevada Mountains), PLACER (west of the Sierra Nevada Mountains), PLUMAS, SACRAMENTO, SHASTA, SIERRA (west of the Sierra Nevada Mountains), SISKIYOU, SOLANO, SONOMA, SUTTER, TEHAMA, TRINITY, YOLO AND YUBA COUNTIES

	Rates	Fringes
DRYWALL FINISHER/TAPER	$ 50.78	28.09

PAIN0016-007 01/01/2021

ALPINE, AMADOR, BUTTE, COLUSA. EL DORADO (west of the Sierra Nevada Mountains), GLENN, LASSEN (west of Highway 395, excluding Honey Lake), MODOC, NEVADA (west of the Sierra Nevada Mountains), PLACER (west of the Sierra Nevada Mountains), PLUMAS, SACRAMENTO, SHASTA, SIERRA (west of the Sierra Nevada Mountains), SISKIYOU, SUTTER, TEHAMA, TRINITY, YOLO & YUBA COUNTIES

	Rates	Fringes
Painters:	$ 35.88	21.16

SPRAY/SANDBLAST: $0.50 additional per hour.
EXOTIC MATERIALS: $1.25 additional per hour.
HIGH TIME: Over 50 ft above ground or water level $2.00 additional per hour. 100 to 180 ft above ground or water level $4.00 additional per hour. Over 180 ft above ground or water level $6.00 additional per hour.

PAIN0016-008 01/01/2019

MARIN, NAPA, SOLANO AND SONOMA COUNTIES

	Rates	Fringes
SOFT FLOOR LAYER	$ 48.60	27.43

PAIN0169-004 01/01/2021

MARIN , NAPA & SONOMA COUNTIES; SOLANO COUNTY (west of a line defined as follows: Hwy. 80 corridor beginning at the City of Fairfield, including Travis Air Force Base and Suisun City; going north of Manakas Corner Rd., continue north on Suisun Valley Rd. to the Napa County line; Hwy. 80 corridor south on Grizzly Island Rd. to the Grizzly Island Management area)

	Rates	Fringes
GLAZIER	$ 53.07	31.15

---

* PAIN0567-001 07/01/2021

EL DORADO COUNTY (east of the Sierra Nevada Mountains); LASSEN COUNTY (east of Highway 395, beginning at Stacey and including

Honey Lake); NEVADA COUNTY (east of the Sierra Nevada Mountains); PLACER COUNTY (east of the Sierra Nevada Mountains); AND SIERRA COUNTY (east of the Sierra Nevada Mountains)

	Rates	Fringes
Painters:		
Brush and Roller	$ 31.80	13.54
Spray Painter & Paperhanger	$ 33.39	13.54

PREMIUMS:
Special Coatings (Brush), and Sandblasting = $0.50/hr
Special Coatings (Spray), and Steeplejack = $1.00/hr
Special Coating Spray Steel = $1.25/hr
Swing Stage = $2.00/hr

*A special coating is a coating that requires the mixing of 2 or more products.

PAIN0567-007 07/01/2020

EL DORADO COUNTY (east of the Sierra Nevada Mountains); LASSEN COUNTY (east of Highway 395, beginning at Stacey and including Honey Lake); NEVADA COUNTY (east of the Sierra Nevada Mountains); PLACER COUNTY (east of the Sierra Nevada Mountains) AND SIERRA COUNTY (east of the Sierra Nevada Mountains)

	Rates	Fringes
SOFT FLOOR LAYER	$ 31.01	15.48

PAIN0567-010 07/01/2020

EL DORADO COUNTY (east of the Sierra Nevada Mountains); LASSEN COUNTY (east of Highway 395, beginning at Stacey and including Honey Lake); NEVADA COUNTY (east of the Sierra Nevada Mountains); PLACER COUNTY (east of the Sierra Nevada Mountains); AND SIERRA COUNTY (east of the Sierra Nevada Mountains)

	Rates	Fringes
Drywall		
(1) Taper	$ 35.20	14.02
(2) Steeplejack - Taper, over 40 ft with open space below	$ 36.70	14.02

PAIN0767-004 01/01/2021

ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SOLANO (Remainder), SUTTER, TEHAMA, TRINITY, YOLO, YUBA

	Rates	Fringes
GLAZIER	$ 41.51	31.36

PAID HOLIDAYS: New Year's Day, Martin Luther King, Jr. Day,

President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day.

Employee rquired to wear a body harness shall receive $1.50 per hour above the basic hourly rate at any elevation.

PAIN1176-001 07/01/2020

HIGHWAY IMPR0VEMENT

	Rates	Fringes
Parking Lot Striping/Highway Marking:		
GROUP 1	$ 38.48	16.88
GROUP 2	$ 32.71	16.88
GROUP 3	$ 33.09	16.88

CLASSIFICATIONS

GROUP 1: Striper: Layout and application of painted traffic stripes and marking; hot thermo plastic; tape, traffic stripes and markings

GROUP 2: Gamecourt & Playground Installer

GROUP 3: Protective Coating, Pavement Sealing

PAIN1237-001 01/01/2021

ALPINE; COLUSA; EL DORADO (west of the Sierra Nevada Mountains); GLENN; LASSEN (west of Highway 395, beginning at Stacey and including Honey Lake); MODOC; NEVADA (west of the Sierra Nevada Mountains); PLACER (west of the Sierra Nevada Mountains); PLUMAS; SACRAMENTO; SHASTA; SIERRA (west of the Sierra Nevada Mountains); SISKIYOU; SUTTER; TEHAMA; TRINITY; YOLO AND YUBA COUNTIES

	Rates	Fringes
SOFT FLOOR LAYER	$ 41.81	23.39

PLAS0300-003 07/01/2018

	Rates	Fringes
PLASTERER		
AREA 295: Alpine, Amador, Butte, Colusa, El Dorado, Glenn, Lassen, Modoc, Nevada, Placer, Plumas, Sacramento, Shasta, Sierra, Siskiyou, Solano, Sutter, Tehema, Trinity, Yolo & Yuba Counties	$ 32.70	31.68
AREA 355: Marin	$ 36.73	31.68
AREA 355: Napa & Sonoma Counties	$ 32.70	31.68

PLAS0300-005 07/01/2016

	Rates	Fringes

CEMENT MASON/CONCRETE FINISHER...$ 32.15 23.27

PLUM0038-002 07/01/2021

MARIN AND SONOMA COUNTIES

	Rates	Fringes
PLUMBER (Plumber, Steamfitter, Refrigeration Fitter)		
(1) Work on wooden frame structures 5 stories or less excluding high-rise buildings and commercial work such as hospitals, prisons, hotels, schools, casinos, wastewater treatment plants, and resarch facilities as well as refrigeration pipefitting, service and repair work - MARKET RECOVERY RATE	$ 67.15	44.21
(2) All other work - NEW CONSTRUCTION RATE	$ 79.00	46.01

PLUM0038-006 07/01/2021

MARIN & SONOMA COUNTIES

	Rates	Fringes
Landscape/Irrigation Fitter (Underground/Utility Fitter)	$ 67.15	32.67

PLUM0228-001 07/01/2021

BUTTE, COLUSA, GLENN, LASSEN, MODOC, PLUMAS, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, TRINITY & YUBA COUNTIES

	Rates	Fringes
PLUMBER	$ 42.50	35.89

PLUM0343-001 07/01/2021

NAPA AND SOLANO COUNTIES

	Rates	Fringes
PLUMBER/PIPEFITTER		
Light Commercial	$ 30.85	20.40
All Other Work	$ 56.00	39.61

DEFINITION OF LIGHT COMMERICIAL:
Work shall include strip shopping centers, office buildings, schools and other commercial structures which the total plumbing bid does not exceed Two Hundred and Fifty Thousand ($250,000) and the total heating and cooling does not exceed Two Hundred Fifty Thousand ($250,000); or Any projects bid in phases shall not qualify unless the total project is less than Two Hundred Fifty Thousand ($250,000)

for the plumbing bid; and Two Hundred Fifty Thousand ($250,000) for the heating and cooling bid. Excluded are hospitals, jails, institutions and industrial projects, regardless size of the project

FOOTNOTES: While fitting galvanized material: $.75 per hour additional. Work from trusses, temporary staging, unguarded structures 35' from the ground or water: $.75 per hour additional. Work from swinging scaffolds, boatswains chairs or similar devices: $.75 per hour additional.

PLUM0350-001 08/01/2021

EL DORADO COUNTY (Lake Tahoe area only); NEVADA COUNTY (Lake Tahoe area only); AND PLACER COUNTY (Lake Tahoe area only)

	Rates	Fringes
PLUMBER/PIPEFITTER	$ 47.54	17.11

PLUM0355-001 07/01/2021

ALPINE, AMADOR, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NAPA, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SOLANO, SUTTER, TEHAMA, TRINITY, YOLO, AND YUBA COUNTIES

	Rates	Fringes
Underground Utility Worker /Landscape Fitter	$ 30.90	16.80

PLUM0442-003 07/01/2021

AMADOR (South of San Joaquin River) and ALPINE COUNTIES

	Rates	Fringes
PLUMBER	$ 47.50	33.39

PLUM0447-001 07/01/2021

AMADOR (north of San Joaquin River), EL DORADO (excluding Lake Tahoe area), NEVADA (excluding Lake Tahoe area); PLACER (excluding Lake Tahoe area), SACRAMENTO AND YOLO COUNTIES

	Rates	Fringes
PLUMBER/PIPEFITTER		
Journeyman	$ 56.37	26.75
Light Commercial Work	$ 36.23	17.72

ROOF0081-006 08/01/2021

MARIN, NAPA, SOLANO AND SONOMA COUNTIES

	Rates	Fringes
Roofer	$ 47.17	19.86

ROOF0081-007 08/01/2021

ALPINE, BUTTE, COLUSA, EL DORADO, GLENN,LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, TRINITY, YOLO, AND YUBA COUNTIES

	Rates	Fringes
Roofer	$ 41.23	19.61

SFCA0483-003 08/02/2021

MARIN, NAPA, SOLANO AND SONOMA COUNTIES

	Rates	Fringes
SPRINKLER FITTER (Fire Sprinklers)	$ 70.99	34.85

SFCA0669-003 04/01/2021

ALPINE, BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, TRINITY, YOLO AND YUBA COUNTIES

	Rates	Fringes
SPRINKLER FITTER	$ 42.34	26.29

SHEE0104-006 06/29/2020

MARIN, NAPA, SOLANO SONOMA & TRINITY COUNTIES

	Rates	Fringes
Sheet Metal Worker		
Mechanical Contracts		
$200,000 or less	$ 55.92	45.29
All other work	$ 64.06	46.83

SHEE0104-009 07/01/2021

AMADOR, COLUSA, EL DORADO, NEVADA, PLACER, SACRAMENTO, SUTTER, YOLO AND YUBA COUNTIES

	Rates	Fringes
SHEET METAL WORKER	$ 47.85	41.90

SHEE0104-010 07/01/2020

AlPINE COUNTY

	Rates	Fringes
SHEET METAL WORKER	$ 43.50	37.42

SHEE0104-011 07/01/2020

BUTTE, COLUSA, EL DORADO, GLENN, LASSEN, MODOC, NEVADA, PLACER, PLUMAS, SACRAMENTO, SHASTA, SIERRA, SISKIYOU, SUTTER, TEHAMA, YOLO AND YUBA COUNTIES

	Rates	Fringes
Sheet Metal Worker (Metal decking and siding only)	$ 44.45	35.55

SHEE0104-014 07/01/2020

MARIN, NAPA, SOLANO, SONOMA AND TRINITY COUNTIES

	Rates	Fringes
SHEET METAL WORKER (Metal Decking and Siding only)	$ 44.45	35.55

SHEE0104-019 07/01/2020

BUTTE, GLENN, LASSEN, MODOC, PLUMAS, SHASTA, SIERRA, SISKIYOU AND TEHAMA COUNTIES

	Rates	Fringes
SHEET METAL WORKER		
Mechanical Jobs $200,000 & under	$ 35.16	35.88
Mechanical Jobs over $200,000	$ 46.60	40.21

TEAM0094-001 07/01/2021

	Rates	Fringes
Truck drivers:		
GROUP 1	$ 35.15	31.42
GROUP 2	$ 35.45	31.42
GROUP 3	$ 35.75	31.42
GROUP 4	$ 36.10	31.42
GROUP 5	$ 36.45	31.42

FOOTNOTES:
Articulated dump truck; Bulk cement spreader (with or without auger); Dumpcrete truck; Skid truck (debris box); Dry pre-batch concrete mix trucks; Dumpster or similar type; Slurry truck: Use dump truck yardage rate.
Heater planer; Asphalt burner; Scarifier burner; Industrial lift truck (mechanical tailgate); Utility and clean-up truck: Use appropriate rate for the power unit or the equipment utilized.

TRUCK DRIVER CLASSIFICATIONS

GROUP 1: Dump trucks, under 6 yds.; Single unit flat rack (2-axle unit); Nipper truck (when flat rack truck is used appropriate flat rack shall apply); Concrete pump truck (when flat rack truck is used appropriate flat rack shall apply); Concrete pump machine; Fork lift and lift jitneys; Fuel and/or grease truck driver or fuel person; Snow buggy; Steam cleaning; Bus or personhaul driver; Escort or pilot car driver; Pickup truck; Teamster oiler/greaser and/or serviceperson; Hook tender (including loading and unloading); Team driver; Tool room attendant (refineries)

GROUP 2: Dump trucks, 6 yds. and under 8 yds.; Transit

mixers, through 10 yds.; Water trucks, under 7,000 gals.; Jetting trucks, under 7,000 gals.; Single-unit flat rack (3-axle unit); Highbed heavy duty transport; Scissor truck; Rubber-tired muck car (not self-loaded); Rubber-tired truck jumbo; Winch truck and ""A"" frame drivers; Combination winch truck with hoist; Road oil truck or bootperson; Buggymobile; Ross, Hyster and similar straddle carriers; Small rubber-tired tractor

GROUP 3: Dump trucks, 8 yds. and including 24 yds.; Transit mixers, over 10 yds.; Water trucks, 7,000 gals. and over; Jetting trucks, 7,000 gals. and over; Vacuum trucks under 7500 gals. Trucks towing tilt bed or flat bed pull trailers; Lowbed heavy duty transport; Heavy duty transport tiller person; Self- propelled street sweeper with self-contained refuse bin; Boom truck - hydro-lift or Swedish type extension or retracting crane; P.B. or similar type self-loading truck; Tire repairperson; Combination bootperson and road oiler; Dry distribution truck (A bootperson when employed on such equipment, shall receive the rate specified for the classification of road oil trucks or bootperson); Ammonia nitrate distributor, driver and mixer; Snow Go and/or plow

GROUP 4: Dump trucks, over 25 yds. and under 65 yds.; Water pulls - DW 10's, 20's, 21's and other similar equipment when pulling Aqua/pak or water tank trailers; Helicopter pilots (when transporting men and materials); Lowbedk Heavy Duty Transport up to including 7 axles; DW10's, 20's, 21's and other similar Cat type, Terra Cobra, LeTourneau Pulls, Tournorocker, Euclid and similar type equipment when pulling fuel and/or grease tank trailers or other miscellaneous trailers; Vacuum Trucks 7500 gals and over and truck repairman

GROUP 5: Dump trucks, 65 yds. and over; Holland hauler; Low bed Heavy Duty Transport over 7 axles

---

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

==========

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after

award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage

determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

==========

END OF GENERAL DECISION"

Exhibit C

Escrow Bid Document Certification

CITY OF SOUTH LAKE TAHOE
DEPARTMENT OF PUBLIC WORKS

BID DOCUMENTATION CERTIFICATION

DOCUMENT 00650 – BID DOCUMENTATION CERTIFICATION

The undersigned hereby certifies, under penalty of perjury, that the bid documentation accompanying this certification constitutes all of the information used in the preparation of the bid submitted on behalf of Bidder, as required to be submitted to the City in accordance with Section 2.3 of the Special Provisions ("Escrow of Bid Documents"). The undersigned further certifies that he/she has personally examined the contents of the bid documentation accompanying this certification, and that the same is complete and satisfies the requirements of Section 2.3 of the Special Provisions ("Escrow of Bid Documents"). **Failure of Bidder to submit an executed Bid Documentation Certification and Bid Escrow Documents within three (3) business days after bid opening will result in a non-responsive bid.**

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that the foregoing is true and correct.

Date: 11/15/21

Bidder's Signature: _____

Bidder's Name and Title Kevin L. Robertson, President

INDEX OF BID ESCROW DOCUMENTS

[Note: Use additional sheets if necessary.]

_____

_____

_____

_____

_____

_____

_____

_____

END OF DOCUMENT 00650

Exhibit D

Insurance Certificates and Endorsements

PROGRAM SUPPLEMENT NO. F010 Rev. 1
to
ADMINISTERING AGENCY-STATE AGREEMENT
FOR FEDERAL-AID PROJECTS NO 03-5398F15

Adv. Project ID
0318000029

Date: August 05, 2021
Location: 03-ED-0-SLTO
Project Number: CML-5398(013)
E.A. Number:
Locode: 5398

This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 08/18/2016 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. 2017-21 approved by the Administering Agency on 4/15/2014 (See copy attached).

The Administering Agency further stipulates that as a condition to the payment by the State of any funds derived from sources noted below obligated to this PROJECT, the Administering Agency accepts and will comply with the special covenants or remarks set forth on the following pages.

PROJECT LOCATION: Lake Tahoe Blvd from Intersection of Viking Way to the State Route 50.

TYPE OF WORK: Bike Trail **LENGTH:** 0.0(MILES)

Estimated Cost	Federal Funds		Matching Funds		
	Z400	$203,000.00	LOCAL		OTHER
	Z40E	$268,775.00			
$3,899,892.59	Z005	$218,573.00	$401,117.59		$0.00
	Z23E	$777,480.87			
	Z301	$607,300.00			
	Z3E1	$136,700.00			
	Z230	$749,519.13			
	Z905	$537,427.00			

CITY OF SOUTH LAKE TAHOE

By Jason Burke
Title Acting Director of Public Works
Date 8/20/21
Attest

STATE OF CALIFORNIA
Department of Transportation

By
for **Chief, Office of Project Implementation**
Division of Local Assistance

Date 9/2/2021

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

Accounting Officer **Date** 8/10/21 $3,498,775.00

SPECIAL COVENANTS OR REMARKS

1. A. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the current published Local Assistance Procedures Manual.

B. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).

C. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer immediately after project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract.

Failure to do so will cause a delay in the State processing invoices for the construction phase. Attention is directed to Section 15.7 "Award Package" of the Local Assistance Procedures Manual.

D. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current Local Assistance Procedures Manual.

E. Administering Agency shall not discriminate on the basis of race, religion, age, disability, color, national origin, or sex in the award and performance of any Federal-assisted contract or in the administration of its DBE Program Implementation Agreement. The Administering Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Federal-assisted contracts. The Administering Agency's DBE Implementation Agreement is incorporated by reference in this

SPECIAL COVENANTS OR REMARKS

Agreement. Implementation of the DBE Implementation Agreement, including but not limited to timely reporting of DBE commitments and utilization, is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Administering Agency of its failure to carry out its DBE Implementation Agreement, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

F. Any State and Federal funds that may have been encumbered for this project are available for disbursement for limited periods of time. For each fund encumbrance the limited period is from the start of the fiscal year that the specific fund was appropriated within the State Budget Act to the applicable fund Reversion Date shown on the State approved project finance letter. Per Government Code Section 16304, all project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested by the ADMINISTERING AGENCY and approved by the California Department of Finance.

ADMINISTERING AGENCY should ensure that invoices are submitted to the District Local Assistance Engineer at least 75 days prior to the applicable fund Reversion Date to avoid the lapse of applicable funds. Pursuant to a directive from the State Controller's Office and the Department of Finance; in order for payment to be made, the last date the District Local Assistance Engineer can forward an invoice for payment to the Department's Local Programs Accounting Office for reimbursable work for funds that are going to revert at the end of a particular fiscal year is May 15th of the particular fiscal year. Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement involving applicable funds that is not received by the Department's Local Programs Accounting Office at least 45 days prior to the applicable fixed fund Reversion Date will not be paid. These unexpended funds will be irrevocably reverted by the Department's Division of Accounting on the applicable fund Reversion Date.

G. As a condition for receiving federal-aid highway funds for PROJECT, the Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Exclusion List. Exclusions can be found at www.sam.gov.

H. This PROJECT is programmed to receive Federal funding from the Active Transportation Program (ATP). Funding may be provided under one or more components. A component(s) specific fund allocation is required, in addition to other requirements, before reimbursable work can occur for the component(s) identified. Each allocation will be assigned an effective date and identify the amount of funds allocated per component(s).

SPECIAL COVENANTS OR REMARKS

This PROGRAM SUPPLEMENT has been prepared to allow reimbursement of eligible PROJECT expenditures for the component(s) allocated. The start of reimbursable expenditures is restricted to the later of either 1) the effective date of the component specific allocation or the effective date of the federal obligation of funds.

I. STATE and ADMINISTERING AGENCY agree that any additional funds which might be made available by future Federal obligations will be encumbered on this PROJECT by use of a STATE-approved "Authorization to Proceed" and Finance Letter. ADMINISTERING AGENCY also agrees that Federal funds available for reimbursement will be limited to the amounts obligated by the Federal Highway Administration and that STATE funds available for reimbursement will be limited to the amounts allocated by the California Transportation Commission and/or STATE.

J. Upon ADMINISTERING AGENCY request, the CTC and/or STATE may approve supplementary allocations, time extensions, and fund transfers between components. Funds transferred between allocated project components retain their original timely use of funds deadlines, but an approved time extension will revise the timely use of funds criteria for the component(s) and allocation(s) requested. Approved supplementary allocations, time extensions, and fund transfers between components made after the execution of this PROGRAM SUPPLEMENT will be documented and considered subject to the terms and conditions thereof.
Documentation will consist of a Federal Highway Administration-approved "Authorization to Proceed" notification, a STATE approved Allocation Letter, Fund Transfer Letter, Time Extension Letter, and Finance Letter, as appropriate.

K. This PROJECT will be administered in accordance with the applicable CTC STIP guidelines and the Active Transportation Program guidelines as adopted or amended, the Local Assistance Procedures Manual (LAPM), the Local Assistance Program Guidelines (LAPG), and this PROGRAM SUPPLEMENT.

L. The submittal of invoices for PROJECT costs shall be in accordance with the above-referenced publications and the following. The ADMINISTERING AGENCY shall invoice STATE for environmental & permits, plans specifications & estimate, and right-of-way costs no later than 180 days after the end of last eligible fiscal year of expenditure. For construction costs, the ADMINISTERING AGENCY has 180 days after project completion or contract acceptance, whichever occurs first, to make the final payment to the contractor and prepare the final Report of Expenditures and final invoice, and submit to STATE for verification and payment.

M. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement. Funding and reimbursement are available only upon the passage

SPECIAL COVENANTS OR REMARKS

of the State Budget Act containing these Federal funds.

N. This PROJECT is subject to the timely use of funds provisions enacted by the ATP Guidelines, as adopted or amended, and by approved CTC and State procedures as outlined below.

Funds allocated for the environmental & permits (E&P), plan specifications & estimate (PS&E), and right-of-way components are available for expenditure until the end of the second fiscal year following the year in which the funds were allocated.

Funds allocated for the construction component are subject to an award deadline and contract completion deadline. ADMINISTERING AGENCY agrees to award the contract within 6 months of the construction fund allocation and to complete and accept the construction within 36 months of award.

O. By executing this PROGRAM SUPPLEMENT, ADMINISTERING AGENCY agrees to comply with all reporting requirements in accordance with the Active Transportation Program Guidelines, as adopted or amended.

P. This PROJECT has received funds from Active Transportation Program (ATP). The ADMINISTERING AGENCY agrees to administer the project in accordance with the CTC Adopted SB1 Accountability and Transparency Guidelines.

2. A. ADMINISTERING AGENCY shall conform to all State statutes, regulations and procedures (including those set forth in the Local Assistance Procedures Manual and the Local Assistance Program Guidelines, hereafter collectively referred to as "LOCAL ASSISTANCE PROCEDURES") relating to the federal-aid program, all Title 23 Code of Federal Regulation (CFR) and 2 CFR Part 200 federal requirements, and all applicable federal laws, regulations, and policy and procedural or instructional memoranda, unless otherwise specifically waived as designated in the executed project-specific PROGRAM SUPPLEMENT.

B. Invoices shall be formatted in accordance with LOCAL ASSISTANCE PROCEDURES.

C. ADMINISTERING AGENCY must have at least one copy of supporting backup documentation for costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency's progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.

SPECIAL COVENANTS OR REMARKS

D. Indirect Cost Allocation Plan/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to STATE (Caltrans Audits & Investigations) for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for State and federal reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the Local Assistance Procedural Manual, and the ICAP/ICRP approval procedures established by STATE.

E. STATE will withhold the greater of either two (2) percent of the total of all federal funds encumbered for each PROGRAM SUPPLEMENT or $40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.

F. Payments to ADMINISTERING AGENCY for PROJECT-related travel and subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid rank and file STATE employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by ADMINISTERING AGENCY are in excess of DPA rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand within thirty (30) days of such invoice.

G. ADMINISTERING AGENCY agrees to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards.

H. ADMINISTERING AGENCY agrees, and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual PROJECT cost items.

I. Every sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with 2 CFR, Part 200, 23 CFR, 48 CFR Chapter 1, Part 31, Local Assistance Procedures, Public Contract Code (PCC) 10300-10334 (procurement of goods), PCC 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

J. Any PROJECT costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, 23 CFR, 48 CFR, Chapter 1, Part 31, and other applicable STATE and FEDERAL regulations, are subject to repayment by ADMINISTERING AGENCY to STATE.

SPECIAL COVENANTS OR REMARKS

K. STATE reserves the right to conduct technical and financial audits of PROJECT WORK and records and ADMINISTERING AGENCY agrees, and shall require its contractors and subcontractors to agree, to cooperate with STATE by making all appropriate and relevant PROJECT records available for audit and copying as required by the following paragraph:

ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractors, and STATE shall each maintain and make available for inspection and audit by STATE, the California State Auditor, or any duly authorized representative of STATE or the United States all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts and ADMINISTERING AGENCY shall furnish copies thereof if requested. All of the above referenced parties shall make such AGREEMENT, PROGRAM SUPPLEMENT, and contract materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of submission of the final expenditure report by the STATE to the FHWA.

L. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices set to or paid by STATE.

M. ADMINISTERING AGENCY is required to have an audit in accordance with the Single Audit Act of 2 CFR 200 if it expends $750,000 or more in Federal Funds in a single fiscal year of the Catalogue of Federal Domestic Assistance.

N. ADMINISTERING AGENCY agrees to include all PROGRAM SUPPLEMENTS adopting the terms of this AGREEMENT in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with 2 CFR, Part 200.

O. ADMINISTERING AGENCY shall not award a non-A&E contract over $5,000, construction contracts over $10,000, or other contracts over $25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE. Contracts awarded by ADMINISTERING AGENCY, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

SPECIAL COVENANTS OR REMARKS

P. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain provisions B, C, F, H, I, K, and L under Section 2 of this agreement.

3. The ADMINISTERING AGENCY shall construct the PROJECT in accordance with the scope of work presented in the application and approved by the California Transportation Commission. Any changes to the approved PROJECT scope without the prior expressed approval of the California Transportation Commission are ineligible for reimbursement and may result in the entire PROJECT becoming ineligible for reimbursement.

4. Appendix E of the Title VI Assurances (US DOT Order 1050.2A)

During the performance of this agreement, the ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractor, (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
C. Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), (prohibits discrimination on the basis of sex);
D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
F. Airport and Airway Improvement Act of 1982, (49 U.S.C. 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or
activities" to include all of the programs or activities of the Federal-aid recipients, subrecipients and contractors, whether such programs or activities are Federally funded or not);
H. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain

SPECIAL COVENANTS OR REMARKS

testing entities (42 U.S.C. 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

L. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

CITY OF SOUTH LAKE THAOE
RESOLUTION NO. 2014-_21_

RESOLUTION AUTHORIZING A MASTER AGREEMENT BETWEEN THE ADMINSTERING AGENCY (CITY OF SOUTH LAKE TAHOE) AND STATE OF CALIFORNIA FOR FEDERAL-AID PROJECTS

WHEREAS, THE City of South Lake Tahoe is eligible to receive Federal and/or State funding for certain Transportation Projects, through the State of California, Department of Transportation (Caltrans); and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange and/or Fund Transfer Agreement need to be executed with Caltrans before such funds can be claimed; and

WHEREAS, the City of South Lake Tahoe wishes to delegate authorization to execute these agreements and any amendments thereto.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of South Lake Tahoe does hereby resolve, declare, determine and order as follows:

1. That the Director of Public Works or his/her designee be authorized to enter into Master Agreements and to execute all Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements and any amendments thereto, with Caltrans.

2. City Clerk shall certify the passage of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of South Lake Tahoe at a regular meeting on April 15, 2014, by the following vote:

AYES: Councilmember(s): COLE, LAINE, CONNER, DAVIS & SWANSON

NOES: Councilmember(s): _____

ABSENT: Councilmember(s): _____

ABSTAIN: Councilmember(s): _____

ATTEST:

By: _____
Susan Alessi, City Clerk

By: _____
Hal Cole, Mayor

City of South Lake Tahoe
Report to City Council

Meeting Date: January 18, 2022

Title: 56-Acres Master Plan.

Location: Bijou/Al Tahoe Community Plan District #4, 56-acres (Multiple APNs)

Responsible Staff Members: John Hitchcock, Planning Manager (530) 542-7405

Background: On June 26, the California Tahoe Conservancy Board adopted Resolution 20-06-07, authorizing Proposition 68 grant funds to the City for up to $425,000 to develop the 56-Acres Master Plan. The 56-Acres Master Plan Project is a collaborative vision of the City of South Lake Tahoe, El Dorado County, and the California Tahoe Conservancy (CTC). Each agency is supporting this effort to turn the 56-Acres Project into a locally and nationally renowned civic space for the enjoyment of residents and visitors alike. The goals of the Master Plan focus on environmental sustainability, cultural preservation, provisions for recreational/civic needs, water quality, traffic mitigation, aesthetic improvements, and creating meaningful world-class facilities and public open space.

The purpose of the master plan is to develop a comprehensive strategy for the project site, facilities, programs, and services which is responsive to the community's demographics, social background, and multigenerational recreational needs. The plan will serve to guide the City in capital improvement planning, programmatic planning, maintenance and operational planning, and budgetary decision making.

A Public Engagement Plan (PEP) was developed to guide outreach efforts and engage a diverse range of park users, residents, visitors, community organizations, and local officials. The public engagement effort included focus group interviews with key stakeholders, an on-site self-guided tour, online line surveys, and three public workshops to listen, share ideas, and refine the master plan concept plans.

In total, ten online-focused stakeholder meetings were conducted, over 150 community members participated in the three workshops, over 50 community members participated in the on-site self-guided tour, and over 200 individuals participated in the online survey. Overall, 82 percent of the respondents have expressed that they are very comfortable with the proposed program elements of the 56-Acre Master Plan Project or somewhat comfortable.

With input from City, County, and CTC staff, participants at all workshops, and online feedback, the consultant team has drafted the 56-Acres Park Master Plan and preferred conceptual site

plan. The preferred conceptual plan illustrates the best aspects of the alternatives based on input and evaluation throughout the planning process. The preferred conceptual plan includes:

- Preferred areas for enhancement of open space, habitat enhancement, and sustainable native planting opportunities, and potential for community restoration projects
- Locations for public spaces, types of uses and activities, pedestrian, and vehicular circulation (including ADA accessibility)
- Relocation of the South Tahoe Recreation and Aquatics Center to the site located adjacent to the El Dorado County Library and Lake Tahoe Boulevard
- Location and space and capacity need for new and/ or renovated facilities to meet the identified need
- Location for recreational uses and facilities related to day use and overnight accommodations
- Maps, illustrations, before and after visualizations, and renderings of the conceptual plan to clearly communicate the aspects of facilities

Issue and Discussion:

Initial Study

To evaluate the potential environmental impacts of the 56-Acres Master Plan and the proposed South Lake Tahoe Recreation and Aquatics Center Project, Ascent Environmental prepared an Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to the California Environmental Quality Act (CEQA). The Draft IS/MND provides an analysis of the potential for the project to result in significant environmental impacts. Areas of analysis include aesthetics, agriculture and forestry, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, utility and services systems, and additional mandatory findings of significance related to potential cumulative impacts. The analysis concluded that the proposed project could have an impact in the following resource areas: cultural resources, hazards and hazardous materials, noise, tribal cultural resources, utilities and service systems, and cumulative impacts. However, the IS/MND incorporates mitigation measures that would reduce all impacts to a less than significant (see Attachment 02).

Tribal Consultation

Pursuant to state law, the City has completed requirements for consultation with Native American tribes under Assembly Bill 52 and the CEQA Guidelines (see Attachment 03). The City received a comment from the United Auburn Indian Community acknowledging the proposed project and deferring to the Washoe Tribe of Nevada and California. No other comments were received. Staff sent a notice to Chairman Serrell Smokey and Darrel Cruz, Cultural Resources Director of the

Washoe Tribe of Nevada and California. At this time, no comments have been received from the Washoe Tribe of Nevada and California.

Public Comment Period and Public Noticing

The Draft IS/MND has been sent, along with a Notice of Completion and Notice of Intent, to the California State Clearinghouse for distribution to state and regional agencies for review. The IS/MND is also available at City offices (1052 Tata Lane) and online at https://www.cityofslt.us/DocumentCenter/View/15116/56-Acre-Master-Plan-PDF. The public review and comment period began December 10, 2021 and ends on January 10, 2022. A Notice of Intent, advertising the review period and the public hearing date, was mailed to all affected property owners within 300 and published in the Tahoe Daily Tribune on December 17, 2021 (see Attachment 04).

Environmental Considerations: See "Issue and Discussion" section above.

Financial Implications: None

Recommendation: City staff recommends that the City Council pass a Resolution adopting the 56-Acres Master Plan and Initial Study/Mitigated Negative Declaration (IS/MND) and finding that the IS/MND adequately addresses the potential environmental impacts of the proposed project and that no further environmental analysis is required to comply with the California Environmental Quality Act.

Policy Implications:

City of South Lake Tahoe General Plan

The proposed 56-Acres Master Plan and the South Lake Tahoe Recreation and Aquatics Center Project is consistent with the goals and policies of the City of South Lake Tahoe General Plan.

56-acress project area is currently designated as recreation in the City's General Plan. Recreation land use designation is defined as follows:

This designation provides for outdoor recreation areas, active and passive recreational uses, habitat protection, and public/quasi-public uses. This designation is applied to areas with existing and proposed outdoor recreation and areas without overriding environmental constraints.

The Land Use and Community Design Element of the General Plan include the following goals and policies to encourage development, redevelopment, and upgrades to existing development.

Goal LU-2 : To focus future commercial, multi-family residential, tourist, civic, and social gathering space development in community plan area in order to maximize incentives and create transit,-bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors.

Policy LU-2.1: Community Plan Redevelopment, Expansion, and Upgrade
The City shall encourage public and private investment in the expansion and upgrade of commercial and tourist accommodation projects within the Tahoe Valley, Bijou/Al Tahoe, and Stateline/Ski Run community plan areas and use appropriate financing tools, such as redevelopment, to achieve economic and land use goals, as determined proper to achieve this objective.

Policy LU-2.2: Community Plan Preparation, Adoption, and Implementation
The City shall periodically update and implement the four Community Plans as a way to focus development commodities and revitalization efforts.

Policy LU-2.5: Bijou/Al Tahoe Community Plan Area
The City shall encourage the creation of a viable residential neighborhood with appropriate neighborhood amenities and compatible high-quality family-oriented recreation and public facilities including government offices.

Bijou/Al Tahoe Community Plan

The Bijou/Al Tahoe Community Plan (B/AT CP) was adopted by the City and states that the area "...should serve as a family oriented and recreation center, as well as the Town Center for the local Community. To accomplish this goal, policies must encourage diversification of recreational and commercial attractions to create the high-quality development expected in a family-oriented resort area." The proposed amendments will further the goals of the B/AT CP by encouraging the redevelopment of an infill site with high quality recreation opportunities with development that complements the overall natural setting.

The proposed 56-Acres Master Plan and the South Lake Tahoe Recreation and Aquatics Center Project consistent with the B/AT CP "Town Center" designation, encouraging the relocation of city, county, state, and federal offices to the district and expanding recreational activities within the district and immediate surrounding areas.

In addition, the proposed 56-Acres Master Plan and the South Lake Tahoe Recreation and Aquatics Center Project amendment is consistent with the following policy:

Policy A: Establish four unique, separate districts.
Town Center District. Areas currently described as Campground by the Lake, South Tahoe Middle School, John Boulevard areas and Lake Tahoe Community College shall be combined to accommodate the following uses: Commercial (public service support orientation, or receiving area for transfer of SEZ/Scenic Corridor), Public Service, Recreation, and designation as a "Special Events Area."

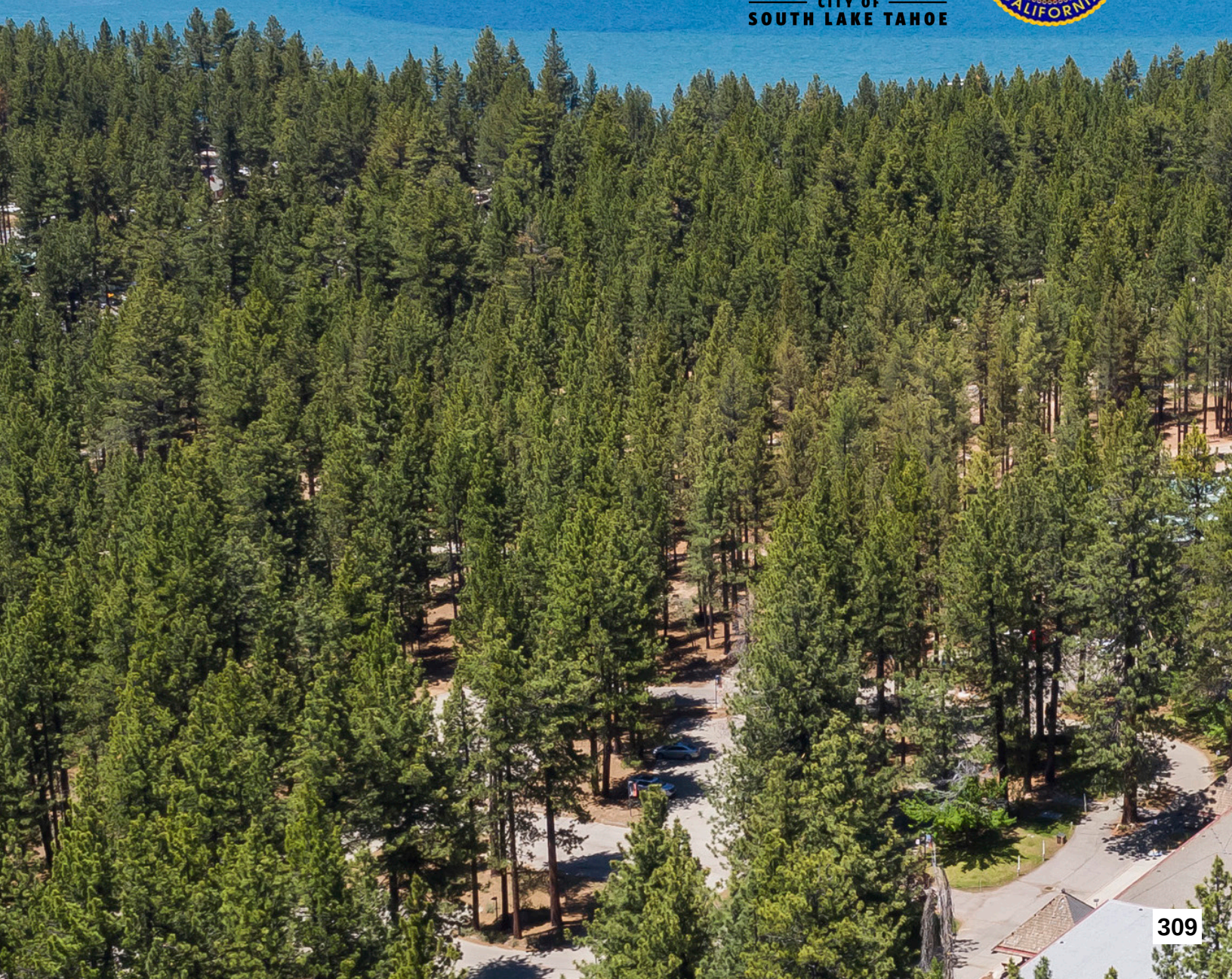
56

ENVISION 56 ACRES MASTER PLAN

January, 2022

CITY OF SOUTH LAKE TAHOE

EL DORADO COUNTY CALIFORNIA





CONTENTS

INTRODUCTION: ENVISIONING 56 ACRES 1
ACKNOWLEDGEMENTS 2
MISSION, VISION, AND OBJECTIVES 3

PROJECT HISTORY 5
CONTEXT AND PROJECT EVOLUTION 6
REVIEW OF EXISTING DOCUMENTS AND STUDIES 7
EXISTING DOCUMENTS AND STUDIES 7
CURRENT PLANNING EFFORTS 10

EXISTING CONDITIONS 13
DEMOGRAPHIC PROFILE 14
CONTEXT SCALE MAPPING 16
SITE SCALE MAPPING 22

SITE ANALYSIS 27
EXISTING CONDITIONS 28
SITE CONDITIONS 30
OPPORTUNITIES AND CONSTRAINTS 34



PUBLIC ENGAGEMENT SUMMARY 37
PUBLIC ENGAGEMENT PROCESS 38
ENGAGEMENT WINDOW ONE 41
ENGAGEMENT WINDOW TWO 46
ENGAGEMENT WINDOW THREE 47

DRAFT ALTERNATIVES & 56 ACRES MASTER PLAN 49
PROGRAMMING 50
PROGRAMMING CONCEPTS 56
MASTER PLAN 60

PHASING, FUNDING, OPERATIONS & MAINTENANCE 65
PHASING AND FUNDING 66
PHASING PLAN 67
OPERATIONS AND MAINTENANCE 68

List of Figures

FIGURE 1: PROJECT TIMELINE 6

FIGURE 2: 2020-2025 POPULATION GROWTH RATE BY BLOCK GROUP 14

FIGURE 4: SOUTH LAKE TAHOE 2020 POPULATION GROWTH RATE 14

FIGURE 3: 2020 DIVERSITY INDEX BY BLOCK GROUP 14

FIGURE 5: SOUTH LAKE TAHOE 2020 POPULATION BY RACE 14

FIGURE 6: 2020 MEDIAN AGE BY BLOCK GROUP 15

FIGURE 8: SOUTH LAKE TAHOE 2020 POPULATION BY AGE 15

FIGURE 7: 2020 MEDIAN HOUSEHOLD INCOME BY BLOCK GROUP 15

FIGURE 9: SOUTH LAKE TAHOE 2020 HOUSEHOLD INCOME 15

FIGURE 10: PUBLIC ACCESS & RECREATION 16

FIGURE 11: BICYCLE AND PEDESTRIAN CONNECTIVITY 18

FIGURE 12: WALKING DISTANCES AND BEACH ACCESS 20

FIGURE 13: SITE OWNERSHIP MAP 22

FIGURE 14: SITE STRUCTURES MAP 23

FIGURE 15: SITE COVERAGE PLAN 24

FIGURE 16: SITE SOUNDSCAPE MAP 25

FIGURE 17: EXISTING CONDITIONS MAP 28

FIGURE 18: SITE OPPORTUNITIES AND CONSTRAINTS MAP 35

FIGURE 19: STAKEHOLDER ORGANIZATION CHART 40

FIGURE 20: BILINGUAL PUBLIC WEBINAR BANNER 44

FIGURE 21: PROGRAMMING CONCEPT 1 DIAGRAM 56

FIGURE 22: PROGRAMMING CONCEPT 2 DIAGRAM 56

FIGURE 23: PROGRAMMING CONCEPT 3 DIAGRAM 57

FIGURE 24: PREFERRED CONCEPT PROGRAM DIAGRAM 59

FIGURE 25: MASTER PLAN 60

FIGURE 26: MASTER PLAN ALTERNATIVE 61

FIGURE 27: PHASING PLAN 67




SPEED LIMIT 40
EL DORADO COUNTY FAIR

Introduction: Envisioning 56 Acres

The 56 Acres Master Plan, a collaboration between the City of South Lake Tahoe and El Dorado County, aims to create a signature park in the heart of South Lake Tahoe. The Plan will build upon the success of Lakeview Commons and over a decade of site-oriented community, public, and stakeholder engagement. The project goals are aimed at residents and visitors alike. They focus on recreational and civic needs, the creation of meaningful world-class facilities and public open space, environmental stainability, cultural preservation, water quality, traffic mitigation, aesthetic improvements, and habitat preservation.

ACKNOWLEDGEMENTS

The 56 Acres Master Plan is funded by a grant from the California Tahoe Conservancy and is a collaborative effort between the two land owners, the City of South Lake Tahoe and El Dorado County. The consultant team was lead by Design Workshop. Key Stakeholders were included throughout the process to provide feedback on the master plan.

City of South Lake Tahoe

El Dorado County

Consultant Team

Design Workshop, Inc.

Ascent Environmental

Cardno

Noll & Tam Architects

LSC Transportation Consultants

Key Stakeholders

California Tahoe Conservancy

El Dorado County Commission on Aging

El Dorado County Library, South Lake Tahoe Branch

El Dorado County Parks and Recreation Commission

Lake Tahoe Historical Society

Tahoe Art League

City of South Lake Tahoe Parks and Recreation Commission



Rufus Allen Boulevard with the existing Recreation Center in the foreground.

MISSION, VISION, AND OBJECTIVES

Mission

The master plan encompasses the public and stakeholder groups' vision for recreation, community, and government uses on the 56 Acres site. The plan is approvable, implementable, and identifies phases with the Multi-generational Aquatics and Recreation Center project as the first phase to be built.

Project Challenges: The 56 Acres project site has many of the characteristics of a town center including a central location and community driven site program. However, the area has been challenged by decades of under investment and ownership constraints. This plan addresses how to create a recreation and government center for South Lake Tahoe while recognizing past land use obligations and ownership along with constraints imposed by permitting and funding.

Vision

For over 40 years the site referred to 56 Acres has provided a wide range of activities and created fond memories for residents and visitors from all over the world. The location in the center of the City of South Lake Tahoe, adjacency to Lakeview Commons Beach, the existing recreation and overnight camping accommodations on site, the proximity to other recreation and educational facilities and convenient shopping and dining within walking distance makes the site a community hub and a basecamp for many visitors. Working closely with the City, stakeholders and the public, the project team utilized knowledge, creativity, and experience to provide a master plan that will elevate the recreation and community experience. The master plan embraces the natural beauty of the site, creates a framework for short and long-term environmental enhancements, identifies opportunities for on-site revenue generation for on-going maintenance and future improvements.

Objectives

Critical Success Factors

- Robust public engagement process
- Coordination and collaboration with the Recreation Center project to ensure it is implemented as the first project identified in the MP
- Provide guidance on the preferred location of the Recreation Center early in the process
- Coordinate with the area plan amendment to make sure the elements of the MP can be built
- Coordinate the MP with other planning projects within the area such as Alta Mira, Conolley Beach, ballfields, Bijou Park MP, and Regan Beach
- Think broadly and collaboratively about partnerships
- Environmental improvements
- Revenue generating (recreation center, camping/ overnight - increase, concessionaire, special events, reservable spaces)
- Safe crossings, release valve for Lakeview Commons
- Address parking and traffic issues – improve Highway 50 entries, internal connectivity
- Work collaboratively with City and County staff
- Utilize existing resources and previous work to reduce overall timeline and budget
- Compliance with CEQA analysis of potential impacts to vehicle miles traveled consistent with SB 743
- Quality control methods in place to ensure deliverables are complete, accurate, and appropriately edited
- Encourage non-motorized access to the site
- Outline how to fund and implement future phases of work beyond recreation center



Project History

For over 40 years, 56 Acres has created lasting memories for residents and visitors from all over the world. The location in the center of the City of South Lake Tahoe, as well as its adjacency to Lakeview Commons Beach and its proximity to other recreation and educational facilities, makes the site a community hub and a basecamp.

CONTEXT & PROJECT EVOLUTION

What Is The 56 Acres Project?

The 56 Acres project is a collaboration between the City of South Lake Tahoe and El Dorado County, with support from the California Tahoe Conservancy to create a signature recreation and civic space in the heart of South Lake Tahoe. The property contains some of the largest remaining public open spaces within the city limits. It hosts a variety of existing features, including various recreational facilities, a campground, a museum, highway frontage, and a scenic lakefront park.

The 56 Acres project sits in the center of the City of South Lake Tahoe at the juncture where U.S. Highway 50 meets the shores of Lake Tahoe. The location of the project provides an important gateway to vehicles approaching the city from the west. The property contains some of the largest remaining public open space within the city limits. It hosts a variety of existing features including various recreational facilities, museum, highway frontage, and a scenic lakefront park that drops off steeply leading to the beaches of Lake Tahoe. Just to the west of the project site is the Harrison Avenue commercial district, which was improved by a streetscape project in 2015.

Project Background

For over 40 years the site referred to 56 Acres has provided a wide range of activities and created fond memories for residents and visitors from all over the world. The location in the center of the City of South Lake Tahoe, adjacency to Lakeview Commons Beach, the existing recreation and overnight accommodations on site, the proximity to other recreation and educational facilities and convenient shopping within walking distance makes the site a community hub and a basecamp for many visitors.

2007 to Present

The master planning process builds on previous planning efforts including the 2014 Recreation Master Plan, and the master planning efforts for the 56 Acres which began in 2006 when the California Tahoe Conservancy, in partnership with the City and El Dorado County, funded the development of a concept plan for the area. The process resulted in an in-depth analysis of existing environmental, historical, and cultural conditions in the project area and several alternatives for future uses and development. Although the conceptual planning was never finalized, the process was the impetus to begin improvements to the site, which resulted in the construction of Lakeview Commons, a popular lakefront park with sweeping views of Lake Tahoe and The Sierra.



Figure 1: Project Timeline

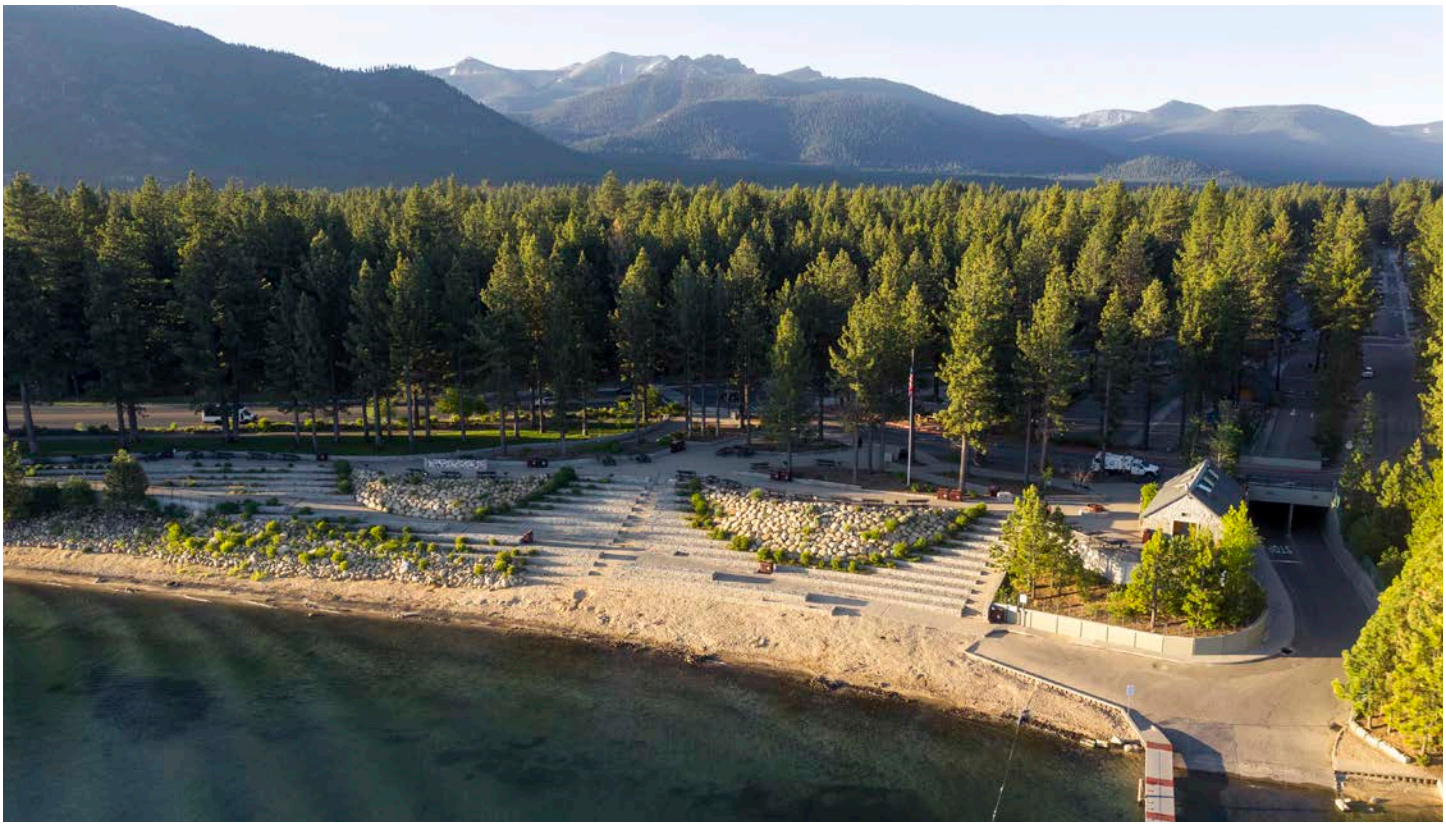
REVIEW OF EXISTING DOCUMENTS & STUDIES

Existing Documents and Studies

2007 56 Acres Master Plan

There are three main themes of the 2007 plan: Connections, identity and access. Connections include considering site to surrounding recreation opportunities, access includes building better relationships/access between site amenities and identity includes developing the site as civic center with the local community as the primary driver. Key takeaways include:

- Public Engagement Outcome Steering Committee #1
  - » Dot game identifying liked and disliked parts of the site, participants did not like the city yard and vector control area.
  - » Precedent exercise was used to identify potential program elements the most popular items were: rustic amphitheaters, performing arts building, a boathouse, campfire with yurts, creative camp amenities, adventure play, forest plaza for community events, outdoor movies, interpretive stormwater management, and trails
  - » Post note issue identification most common answers: Access across Highway 50, improved trails, non-motorized boat facilities, renovations to senior center, renovations to library, renovations to campground.
  - » Steering Committee survey determined that users often commuted there by car, lived between 2-10 miles away and use the site semi regularly
- Focus groups were held and used the same exercises, listed are the different groups and the items they wanted to most:
  - » Beach Users: Improved concessions, restrooms, non-motorized rentals
  - » Harrison Avenue merchants: more parking, improved access across Highway 50
  - » Campground Staff: more RV accommodation, additional group gathering, improved facilities (trash cans, hook ups), year-round options such as yurts
  - » Library Staff: more space, additional rooms for small and large gatherings, outdoor rooms, larger collections, updated computer facilities
  - » Senior Center Staff: increased staff, safer access through 56 Acres and public transit, more multi-purpose spaces, improved dining facilities
  - » Recreation Center Staff: larger gyms, more multi-purpose spaces, cardio equipment, improved



Boat Ramp at El Dorado Beach and Lakeview Commons

admin offices, an indoor play area for young children, improved outdoor areas

- » Adjacent neighbors: did not participate
- » Visitor's Center Staff: Larger new facility, better connection to rest of site, improved restrooms, add retail space, maintain parking
- » Boaters: dredge the channel, add break water, non-motorized boat storage
- » Museum/Historical Society Staff: move locations or combine collection, upgrade and expand facilities
- » Arts Center Staff & Users: dedicated art building with outdoor and indoor spaces, room for studio spaces, larger meeting spaces

2030 South Lake Tahoe General Plan

Key recommendations from the 2030 Plan include:

- Land Use
  - » Recreation land use surrounded by low density residential, town center and special uses (schools)
  - » Development intensity
    - » 1-8 campground sites per acre
    - » 1-25 group facilities per acre
    - » 30% maximum land coverage
  - » Bijou/ Al Tahoe Community Area Plan, encourage the creation a neighborhood with family orientated recreation and public facilities including government offices
- Community Character
  - » Mountain Architecture theme, pitched roofs, natural colors and materials
  - » Native Plant Use
  - » Minimize visual impact of parking
  - » Strategically placed pedestrian scaled lighting
  - » New projects will protect and enhance scenic quality
  - » Scenic Corridors: The City will work with Caltrans to improve facades and landscaping along Highway 50
  - » Updated Wayfinding System fitting into Tahoe style with more detailed distance and timing information
  - » Improved pedestrian network, new developments should connect to existing networks.
  - » Art in public places, the City will promote art in public places
  - » Sustainable Development: Native and drought tolerant landscaping for new and existing development
  - » Environmental Justice: The City will promote quality of public spaces that offer opportunities for people of varying backgrounds and demographics
- Economic Vision
  - » To promote economic growth and diversification
  - » Year-Round Community: provide economic incentives that increase year-round activity
  - » Expand Events and Entertainment Opportunities: The City shall encourage sponsors to host events at public facilities especially during off seasons (Fall/Spring)
  - » Support Natural Capital: enhance outdoor recreation opportunities
  - » Support Social Capital: Improve education opportunities
  - » Create a Sense of Place: Through local business and district character
  - » Regularly Scheduled Street Fair: Possibly along Ski Run or Lakeview Commons; such as a farmers market, street vendors, live music and special events

2014 Parks and Recreation Plan

The City and County want to improve existing recreation facilities through their continued partnership and relationships with other governing bodies. Goals in this plan address the need for varied recreation opportunities, year-round activities, improvements to revenue generating facilities for both residents and visitors. Improve recreation sites that showcase the world class landscape of Lake Tahoe and bring environmental and economic vitality to the city. Key takeaways include:

- Regional Coordination and Collaboration – maximize south shore goals of recreation and economic benefits through partnerships with surrounding governing bodies
- Park & Facility Maintenance, Renovation, and Improvements – Renovate existing facilities to enhance safety, accessibility, and protect revenue generating resources long term
- New Park, Facility, and Trail Development – build new recreation facilities to provide an interconnected and attractive recreation system that supports south shore as a destination for outdoor recreation and tourism.
- Recreation Activities, Programs and Events – Activate recreation facilities with events, programs, and self-directed opportunities to promote quality of life for residents and promote economic development

- Operations and Management – Ensure staffing and resource needs are met to make strategic plans for recreation facilities

Active Transportation Plan

The Active Transportation Plan (ATP) presents a guide for planning, designing, constructing, and maintaining a regional active transportation network that includes innovative infrastructure, support facilities, and awareness programs. The infrastructure network includes on-street bicycle facilities such as bike lanes, bike routes, and intersection designs that promote safety and convenient travel for bicycling and walking and off-street shared-use paths and sidewalks. The ATP outlines goals, policies, and actions that support implementation of high priority projects and guides long-term planning. To support this process, the plan includes analysis of current conditions, provides data for future projects, and outlines levels of project priority. Key takeaways include:

- Use the complete streets framework to promote safer bicycle and pedestrian travel
- Connectivity between origin and destination are essential in user decision making process if a safe route in not available potential users will choose a vehicle instead



Public programs in the existing Recreation Center

- Improvements to the multi-modal transportation network create a more equitable transportation system, for people who cannot afford a car and those who do not have ability to drive a car
- Pedestrian and cyclist focused transportation improves local economies
- Protect the environment through a comprehensive multi-modal transportation system
- Use the American Bicyclist 5 E's to change community attitudes toward active transportation. This framework strives to educate and create safe opportunities for pedestrians and cyclists.
    - » Engineering – altering roadways in favor of pedestrian and cyclists
    - » Education – increase community awareness about active transportation
    - » Enforcement – reminding roadway users of the rules of the road to encourage safety between users
    - » Encouragement – community events and initiatives that promote active transportation
    - » Evaluation- studying how effective the active transportation system is and what the user group looks like; their methods of transportation and how frequently they use that form of transportation

Regional Transportation Plan

The Regional Transportation Plan was created as transportation plan to meet needs of locals and visitors. This plan encompasses seasonal, daily, and regional uses. Various corridors around the lake have been identified with the specific transportation needs for that area. Non-auto transport and public transportation were the primary focus, these transportation methods will decrease congestion, improve water and air quality, improve safety, and create an equitable transportation system for priority communities. Key takeaways included:

- Environment – Protect and enhance environment
- Connectivity – enhance Tahoe transportation system between modes, communities, and surrounding regions
- Safety – increase safety for all users
- Economic Vitality – enable a diverse workforce, sustainable environment, and quality experiences for residents and visitors
- Operations Management – provide efficient transportation through coordinated operations and targeted investments
- System Preservation – preserve transportation system to support climate resiliency

Current Planning Efforts

Bijou Area Plan 1995/In-Process Plan

The community plan is a joint effort between the Tahoe Regional Planning Agency (TRPA), the City of South Lake Tahoe, and the Bijou/Tahoe Community Plan (CP) Team. The CP area extends from Fairway Avenue along Highway 50, just west of Al Tahoe Boulevard as well as the property between Johnson Boulevard and Highway 50. Fundamental to the CP is the conviction that the Bijou/Al Tahoe area should serve as a family-oriented space and recreation center as well as the Town Center for the neighboring community. Key takeaways include:

- The Community Plan serves as a guide for the enhancement of the Bijou/Al Tahoe area as a regional commercial node and tourist area.
- Given the scenic and central location of the Bijou/Al Tahoe area, it is one of the most popular destinations within the Lake Tahoe Basin. This has contributed to environmental, economic, visual and transportation challenges as a rising tourist destination.
- The Community Plan proposed to rectify some of the growing challenges by supporting and encouraging the removal, reconfiguration or relocation of development within the Bijou/Al Tahoe area.
- A series of goals for the Bijou/Al Tahoe area were adopted within the Community Plan
    - » Create a village like atmosphere in the Bijou/Al Tahoe area and establish buffers between the four districts
    - » Maintain a balance between economic health and the environment
    - » Improve traffic circulation and parking. Reduce dependency on the automobile and improve the movement of people, goods and services within the Plan Area.
    - » Ensure that physical development is consistent with the environment and ecology of the area.
    - » Public services and facilities in a specific area.
    - » Preserve high quality family oriented recreational experience of the Bijou/Al Tahoe area.



Community programs are offered at the existing senior center.

Bijou Area Plan Amendment

Underway

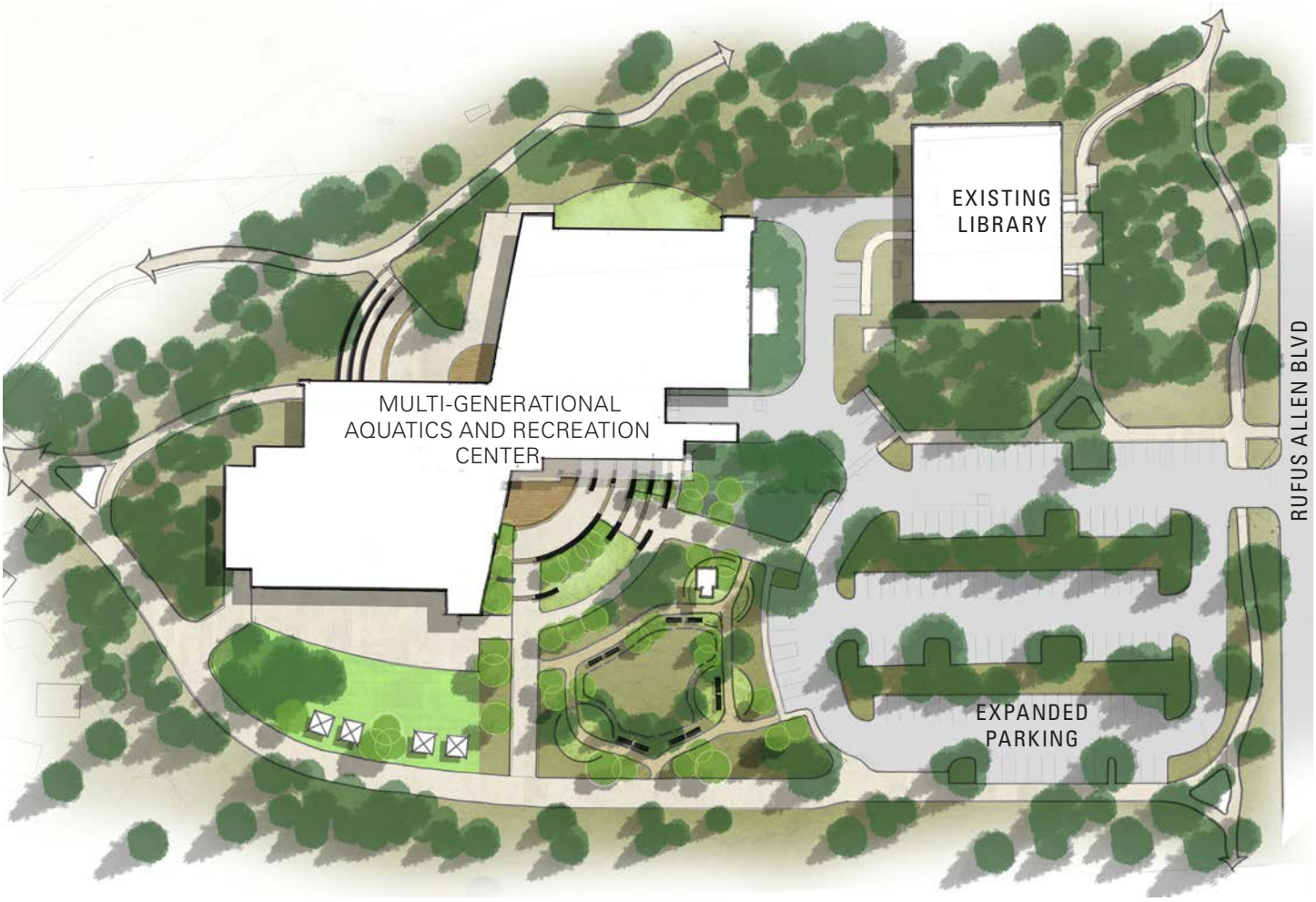
South Lake Tahoe Recreation and Swim Complex

The existing South Lake Tahoe Recreation and Swim Complex sits on City land at what is known as the 56 Acres site. The site is comprised of four parcels totaling 56.35 acres. The County of El Dorado owns 73% of the project site, while the City owns 27%. In 1973, a grant deed was executed by both agencies stating the "property should be used exclusively for public park, recreation, cultural and visitor information purposes. The City of South Lake Tahoe desires to construct the new recreation center in a different location on the 56 Acres site - providing a continuation of current recreation center.

Built in 1971, the South Lake Tahoe Recreation and Swim Complex has never had a major renovation and many building systems and components are reaching the end of their usable life. The facility is inadequate for the current and future needs and demands of the City's recreation programs.

The project is the planning and design of a new community center to include:

- Aquatics
- Fitness
- Gymnasium
- Running track
- Senior center
- Meeting, multi-purpose, and classroom space



Schematic site plan of the new Multi-generational Aquatics and Recreation Center

How does the Multi-generational Aquatics and Recreation Center relate to the 56 Acres Master Plan?

The Multi-generational Aquatics and Recreation Center project focuses on the programming, design, and construction of the new recreation, aquatics, and senior center building. The new building will be located along Lake Tahoe Boulevard with views of the lake. The 56 Acres Master Plan project has been coordinated with the Multi-generational Aquatics and Recreation Center project for the building location and also provides recommendations for trails, recreation and civic uses for the entire project area.



Existing Conditions

56 Acres is bordered on the north by Lake Tahoe, on the east by Rufus Allen Boulevard, and on the south by a residential neighborhood. These connections create an interconnected trail network that allows visitors and residents alike to access the numerous beaches, recreation areas, and public amenities all located under a mile from the project area.

DEMOGRAPHIC PROFILE

Population Growth

2020 South Lake Tahoe Population: 23,145

The population in South Lake Tahoe is projected to increase at a rate of 0.7% between 2020 and 2025. By comparison California has a population growth rate of 0.55% and the nation has a growth rate of 0.72%.

In 2020 the City also had a daytime population 6% larger than the total population.

Ethnic Makeup

2020 South Lake Tahoe Diversity Index: 72.1

South Lake Tahoe ranks 72.1 on the diversity index, which summarizes an area's racial and ethnic diversity. By comparison the state of California ranks at 83 and the national diversity index is 65.

32.8% of City residents are of Hispanic/Latino origin. 70.3% of residents are White only.

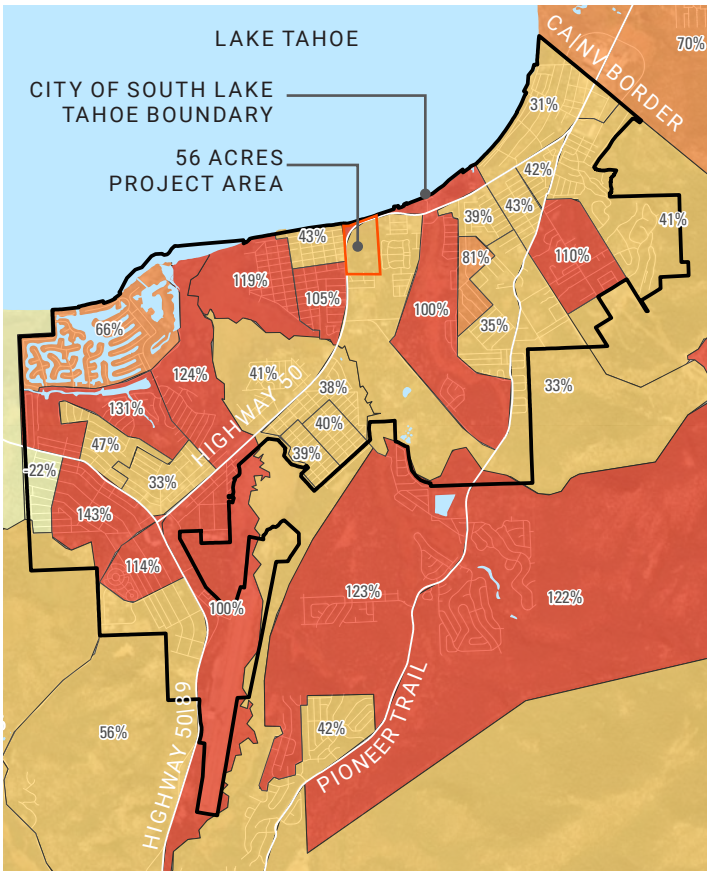


Figure 2: 2020-2025 Population Growth Rate by Block Group
Source: ESRI

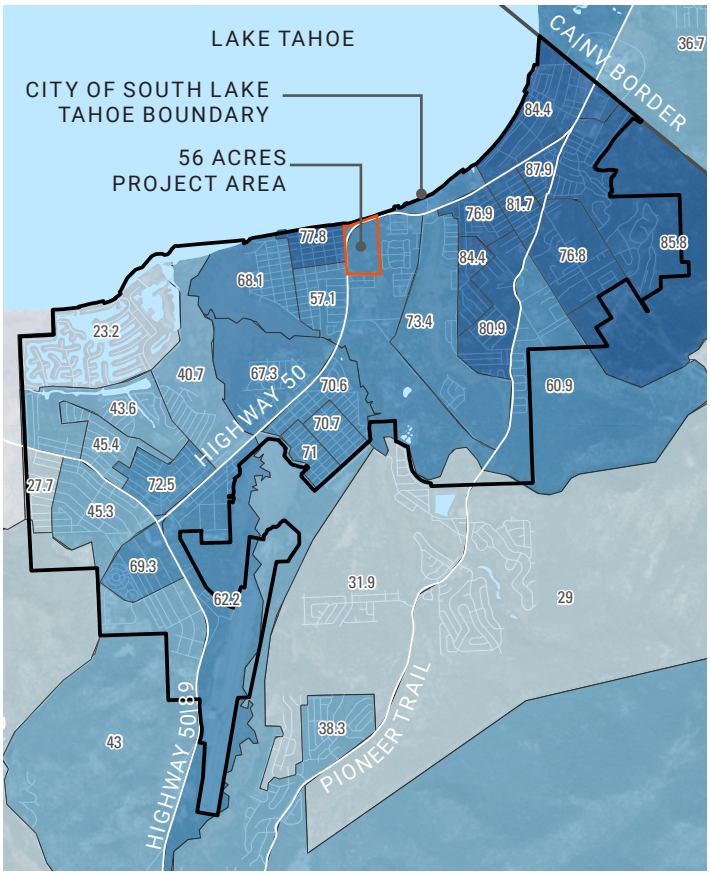


Figure 3: 2020 Diversity Index by Block Group
Source: ESRI. Note: Diversity index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

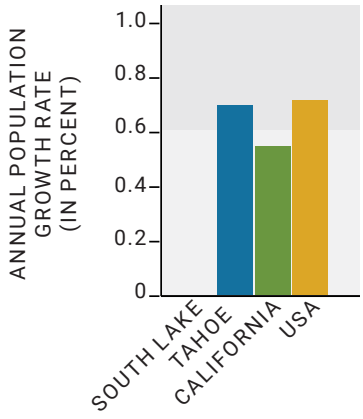


Figure 4: South Lake Tahoe 2020 Population Growth Rate

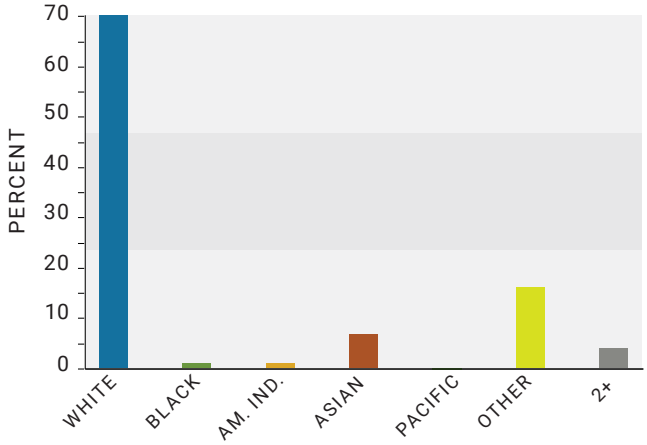


Figure 5: South Lake Tahoe 2020 Population by Race

Age

2020 South Lake Tahoe Median Age: 37.3

The median age in the City of South Lake Tahoe is slowly increasing – the median age was 35.6 in 2010; 37.3 in 2020; and is projected to be 38.0 in 2025. Overall 80.9% of the City's population is age 18 or above.

Household Income

2020 South Lake Tahoe Median Household Income: $52,517

South Lake Tahoe has a total of 9,622 households in 2020 with an average size of 2.37 people. Median household income is projected to increase to $56,429 in 2025. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

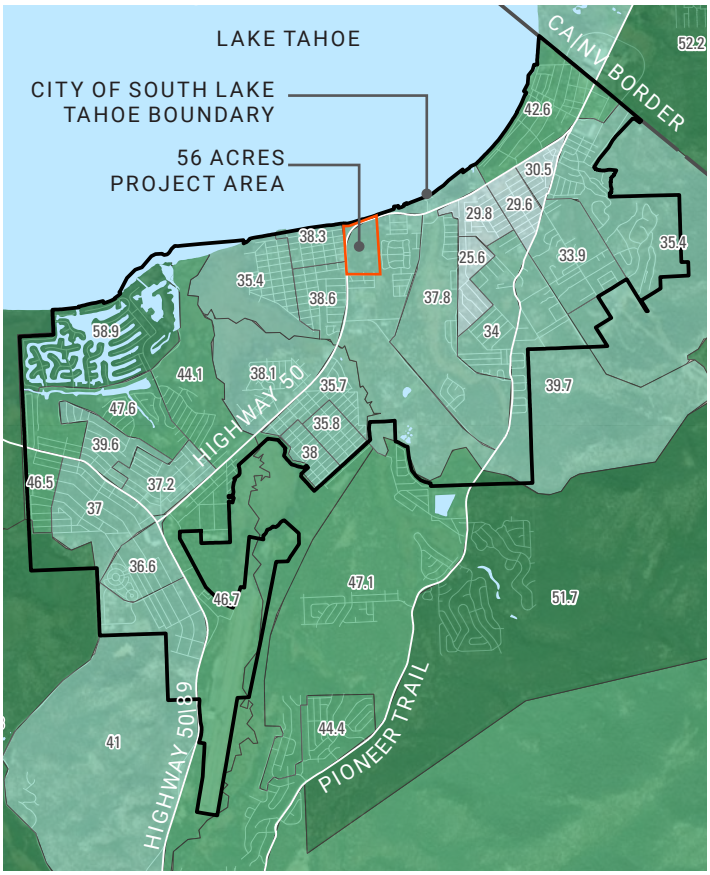


Figure 6: 2020 Median Age by Block Group
Source: ESRI

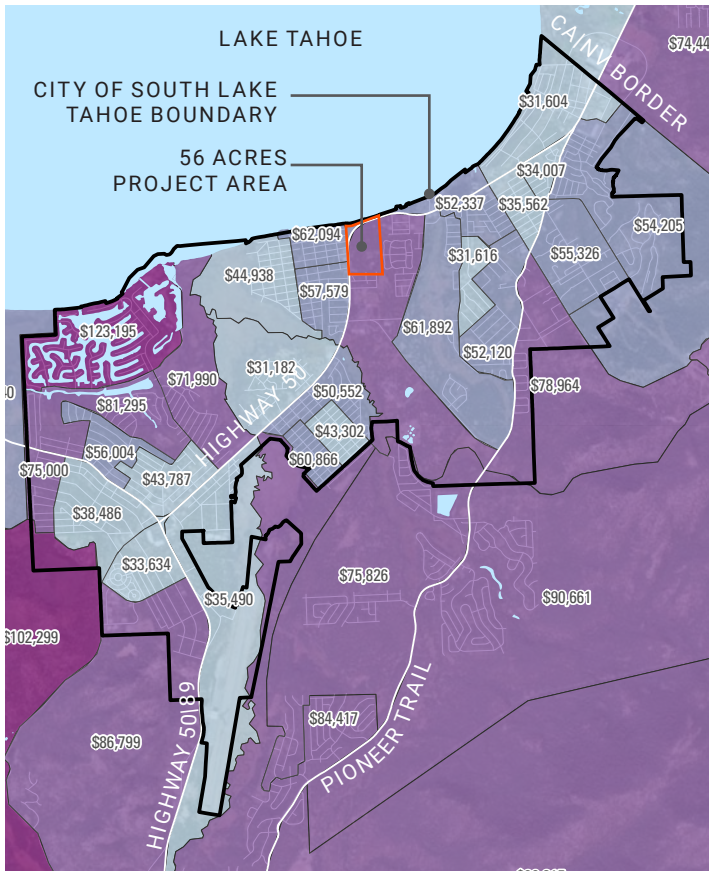


Figure 7: 2020 Median Household Income by Block Group
Source: ESRI

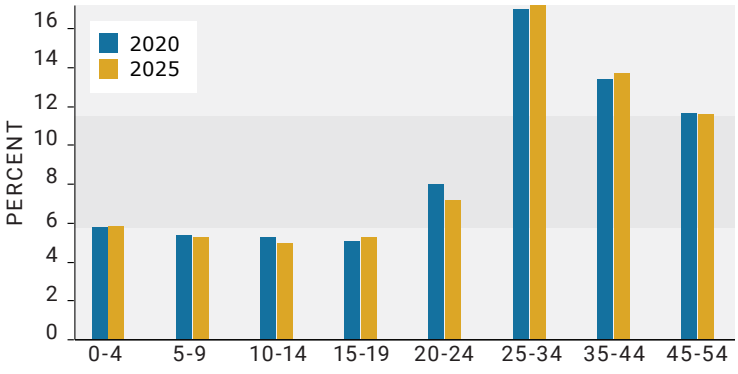


Figure 8: South Lake Tahoe 2020 Population by Age

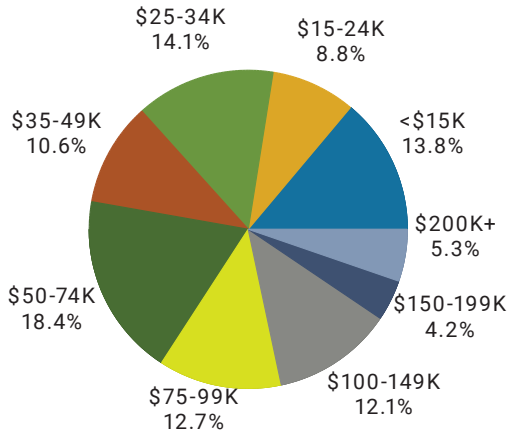


Figure 9: South Lake Tahoe 2020 Household Income

CONTEXT SCALE MAPPING

Public Access and Recreation

Numerous recreational activities are located adjacent to 56 Acres. Both Regan Beach and Lakeview Commons are located within walking distance from the park and contain a host of public amenities such as:

- Beach
- Amphitheater
- Grassy Lawn
- Sand Volleyball Court
- Dog Water Park
- Playground
- Observation Deck
- Picnic & BBQ Areas
- Boat Launch
- Public Plaza

In addition to public beaches, the project site is located just north of Bijou Community Park. Bijou Community Park boasts a dog park, skate park, bike park, open meadow areas, disc golf, basketball courts, and a historic railroad exhibit among other public amenities.

Site Context and Ownership

The site is in the heart of South Lake Tahoe on a mix of City and County land. The site is bordered on the north by Lake Tahoe, on the east by Rufus Allen Blvd, and a residential neighborhood. To the south is the Al Tahoe Ballfields, Middle School, Boys and Girls Club and another residential neighborhood, to the west is Highway 50 and Harrison Avenue commercial district. Highway 50 bisects the site.

To the east of the project site lies Bijou Golf Course, Bijou Community School, and Bijou Community Park. To the southwest lies the Upper Truckee River Marsh and Restoration Area and Trout Creek.



Figure 10: Public Access and Recreation


CONOLLEY BEACH/TIMBER COVE MARINA
ALTA MIRA PUBLIC ACCESS PROJECT AREA
US 50/LAKE TAHOE BLVD.
FAIRWAY DR
BLACKWOOD RD
LIBRARY
56 ACRES PROJECT AREA
CAMPGROUND
RUFUS ALLEN BLVD.
BIJOU PINES RESIDENTIAL
BIJOU GOLF COURSE
GLENWOOD WAY
PICKETT AVE
ICE ARENA
SLT REC & SWIM COMPLEX PLAYGROUND
BIJOU COMMUNITY SCHOOL
RESIDENTIAL
ST THERESA CATHOLIC CHURCH
AL TAHOE BALLFIELD
LYONS AVE
BOYS & GIRLS CLUB
Bijou Creek
SPRUCE AVE
TENNIS COURTS
BALLFIELDS
JOHNSON BLVD
SOUTH TAHOE MIDDLE SCHOOL
TRACK & FIELD
AL TAHOE BLVD.
BIJOU COMMUNITY PARK
• DOG PARK
• SKATE PARK
• BIKE PARK
• PICNIC & BBQ
• DISC GOLF
• BASKETBALL COURT
• VOLLEYBALL COURTS
• HISTORIC RAILROAD EXHIBIT
• OPEN MEADOW
• PLAYGROUND
BIJOU COMMUNITY PARK

Connectivity

The 56 Acres Master Plan project site is centrally located and boasts several local and regional trail connections.

Bicycle

The park includes three levels of bicycle facilities. An existing Class II bike lane can be found running along Highway 50, the northern and western boundaries of the site. An existing Class III bike route runs along Rufus Allen Boulevard on the park's eastern boundary, and a Class I shared-use path meanders through the path as well as Lakeview Commons.

Pedestrian

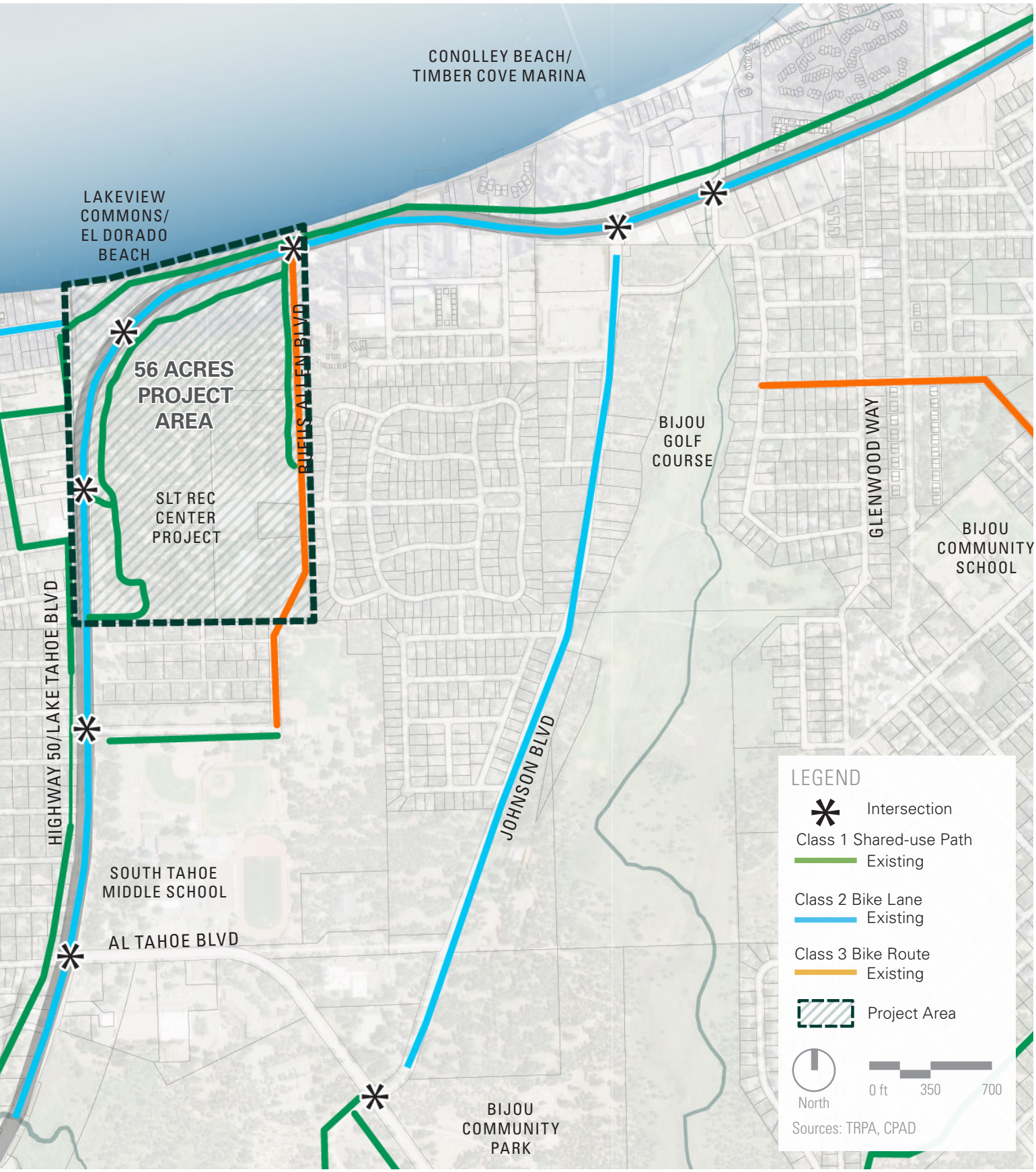
Pedestrian circulation on site relies on the Class I shared-use path that runs throughout the park as well as across Highway 50 in the Lakeview Commons area. The shared-use path extends east to Ski Run Boulevard and continues south past the site on Highway 50.



Class 1 Path along Highway 50, adjacent to 56 Acres



Figure 11: Bicycle and Pedestrian Connectivity


CONOLLEY BEACH/
TIMBER COVE MARINA
LAKEVIEW
COMMONS/
EL DORADO
BEACH
56 ACRES
PROJECT
AREA
SLT REC
CENTER
PROJECT
RUFUS ALLEN BLVD
BIJOU
GOLF
COURSE
GLENWOOD WAY
BIJOU
COMMUNITY
SCHOOL
HIGHWAY 50/LAKE TAHOE BLVD
JOHNSON BLVD
SOUTH TAHOE
MIDDLE SCHOOL
AL TAHOE BLVD
BIJOU
COMMUNITY
PARK
LEGEND
Intersection
Class 1 Shared-use Path
Existing
Class 2 Bike Lane
Existing
Class 3 Bike Route
Existing
Project Area
North
0 ft
350
700
Sources: TRPA, CPAD

Walking Distances and Beach Access

The project site is centrally located and boasts a strong pedestrian network with connections to numerous public beaches and lake access. Within only a third of a mile, visitors to the park can reach both Lakeview Commons and El Dorado Beach. Also conveniently located are Conolley Beach and Regan Memorial Beach, located 0.7 miles to the east and 0.9 miles to the west, respectively. Upper Truckee Marsh lake access is the furthest away from the project site, but at 1.2 miles to the west, it's still very much a pedestrian destination.

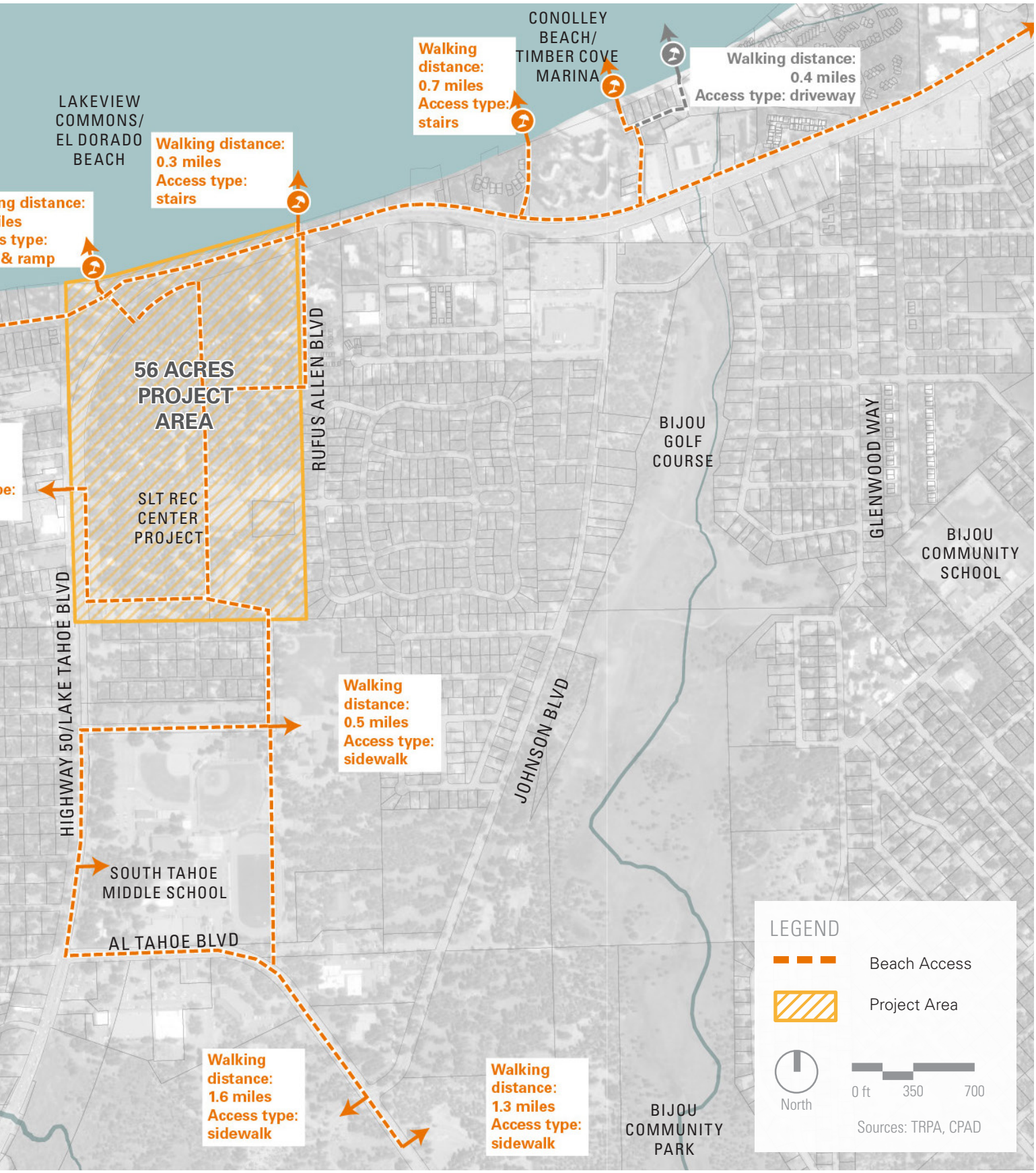
Aside from beaches, the shared-use path and trail connections extend in every direction from the park. Sidewalks surround South Lake Tahoe Middle School located just south of the project site and a 0.5 mile sidewalk cuts across the site's southern boundary adjacent to the school property. Pedestrians are able to access Bijou Community Park in 1.3 miles via sidewalk and Ski Run Boulevard in 1.2 miles via sidewalk along Highway 50.



Wayfinding signage along Harrison Avenue.



Figure 12: Walking Distances and Beach Access


CONOLLEY BEACH/ TIMBER COVE MARINA
Walking distance: 0.7 miles Access type: stairs
Walking distance: 0.4 miles Access type: driveway
LAKEVIEW COMMONS/ EL DORADO BEACH
Walking distance: 0.3 miles Access type: stairs
ng distance: iles s type: & ramp
56 ACRES PROJECT AREA
SLT REC CENTER PROJECT
RUFUS ALLEN BLVD
BIJOU GOLF COURSE
GLENWOOD WAY
BIJOU COMMUNITY SCHOOL
HIGHWAY 50/LAKE TAHOE BLVD
Walking distance: 0.5 miles Access type: sidewalk
JOHNSON BLVD
SOUTH TAHOE MIDDLE SCHOOL
AL TAHOE BLVD
Walking distance: 1.6 miles Access type: sidewalk
Walking distance: 1.3 miles Access type: sidewalk
BIJOU COMMUNITY PARK
LEGEND
Beach Access
Project Area
North
0 ft
350
700
Sources: TRPA, CPAD

SITE SCALE MAPPING

Site Ownership

The project is jointly owned by the City of South Lake Tahoe and El Dorado County. While the County owns most of the project site, the City maintains an area for maintenance and the Recreation Center. Adjustments will be made in an updated lease agreement between the City and County.





Existing facilities on site.

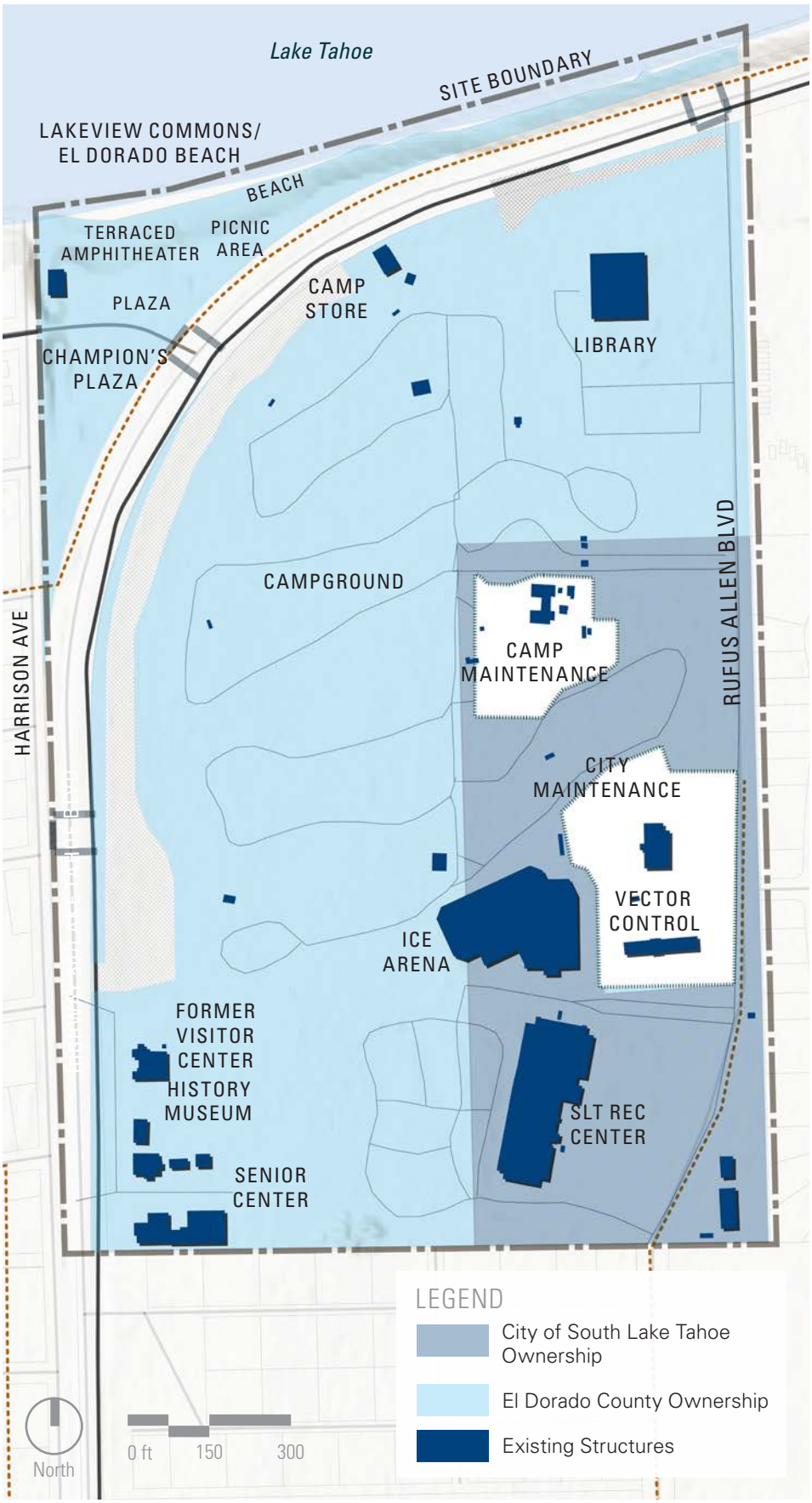


Figure 13: Site Ownership Map

Site Structures

Numerous structures are currently located within the project area. Building relocation and removal was considered after significant county and city input, as well as planning and collaboration with co-current projects on site such as the Multi-generational Aquatics and Recreation Center.

The future for each building within the park is variable. Some site structures will remain, some will be relocated, and others will be completely removed altogether. Structures such as the Ice Arena will remain in the same location whereas numerous campground and county maintenance buildings will be removed. Other buildings that will remain include the library, ambulance service, Art League, History Museum, and Osgood Toll House & Log Cabin.





Existing buildings on site.

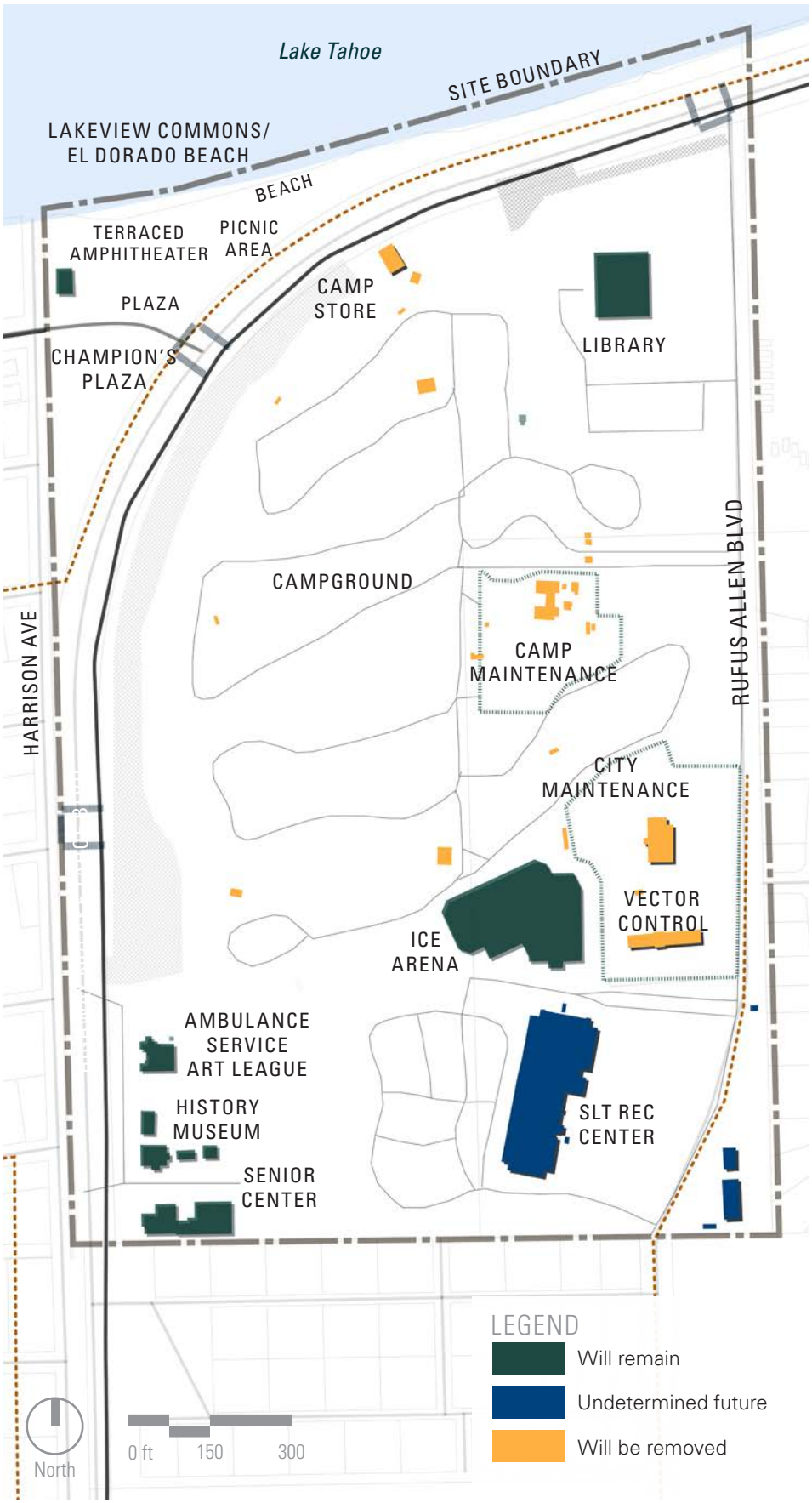


Figure 14: Site Structures Map

Land Coverage and Tree Canopy

The Site Coverage Plan (Figure 15) was developed by Cardno from multiple survey and engineer maps/drawings. This drawing is intended for general planning purposed only for the "56 Acres Park Master Plan" and required TRPA coverage. A new survey conducted by a California licensed land surveyor shall be completed for any subsequent implementation projects.

Reference drawings and process for combination and rectification:

1. Turner & Associates survey drawings - "9190000topo" and "campground_topo_turner." Cardno translated and rotated the "campground_topo_turner" drawing to the "9190000topo" drawing based on parcel lines provided in the drawings. Information within the drawings stated that the coordinate system used was nad 83 zone ii California State Plane Coordinate System.

2. Drawing "rhaa_plan" - Cardno added "rhaa_plan" containing linework for the Lakeview Commons area to the above Turner survey drawings. Cardno translated and rotated "rhaa_plan" to best fit the Turner survey drawings using common linework.

3. Psomas survey "20201102-tp-jj" - this drawing was received after the above. Information within the drawing indicated that this drawing, which occupied a portion of the Turner survey drawings, was also the most recent survey drawing (completed in 2020). Linework from previous drawings was updated to match Psomas drawings where discrepancies were noticed.

4. Caltrans Highway 50 as built and design drawings - Cardno received these drawings in pdf form. These drawings were older and some were located outside of the project area information.

5. Google Earth - Google Earth was used for areas along Highway 50 and in the triangle parcel south of Lakeview Commons where survey/map information was missing. A Google Earth photo was underlaid in the AutoCAD drawing and conformed to linework. AutoCAD measurements were taken on the Google Earth photo to verify conformance and then the missing map features were digitized into the AutoCAD drawing. Final measurements were taken on digitized linework to verify accuracy.

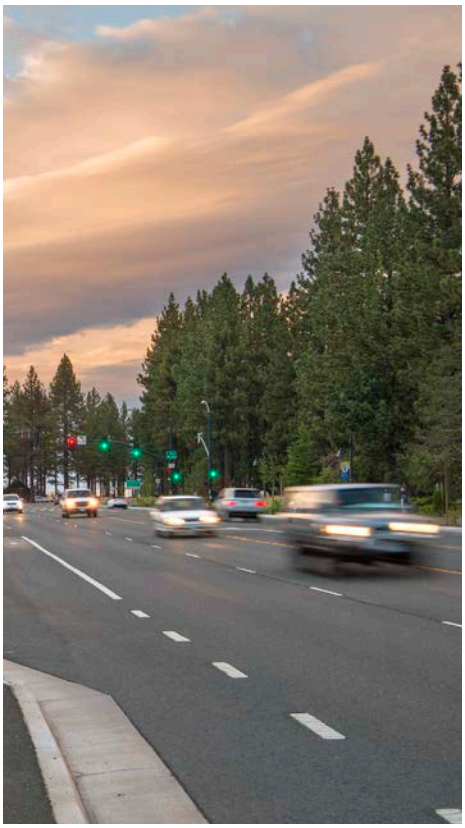


Figure 15: Site Coverage Plan

Site Soundscape

The noise generated by Highway 50 creates a significant challenge to the project site. As seen on the soundscape map to the right, the areas with the most significant noise pollution are those that interface with Highway 50 along the northern and western site boundaries. Rufus Allen Boulevard on the park's eastern boundary is also a significant source of noise pollution.

The project site's significant tree cover protects the interior from high noise levels generated by the busy roads surrounding the park. However, much of the northern areas on site are still subjected to disruptive noise levels and only the very interior of the site remains largely noise free.



Highway 50 Streetscape

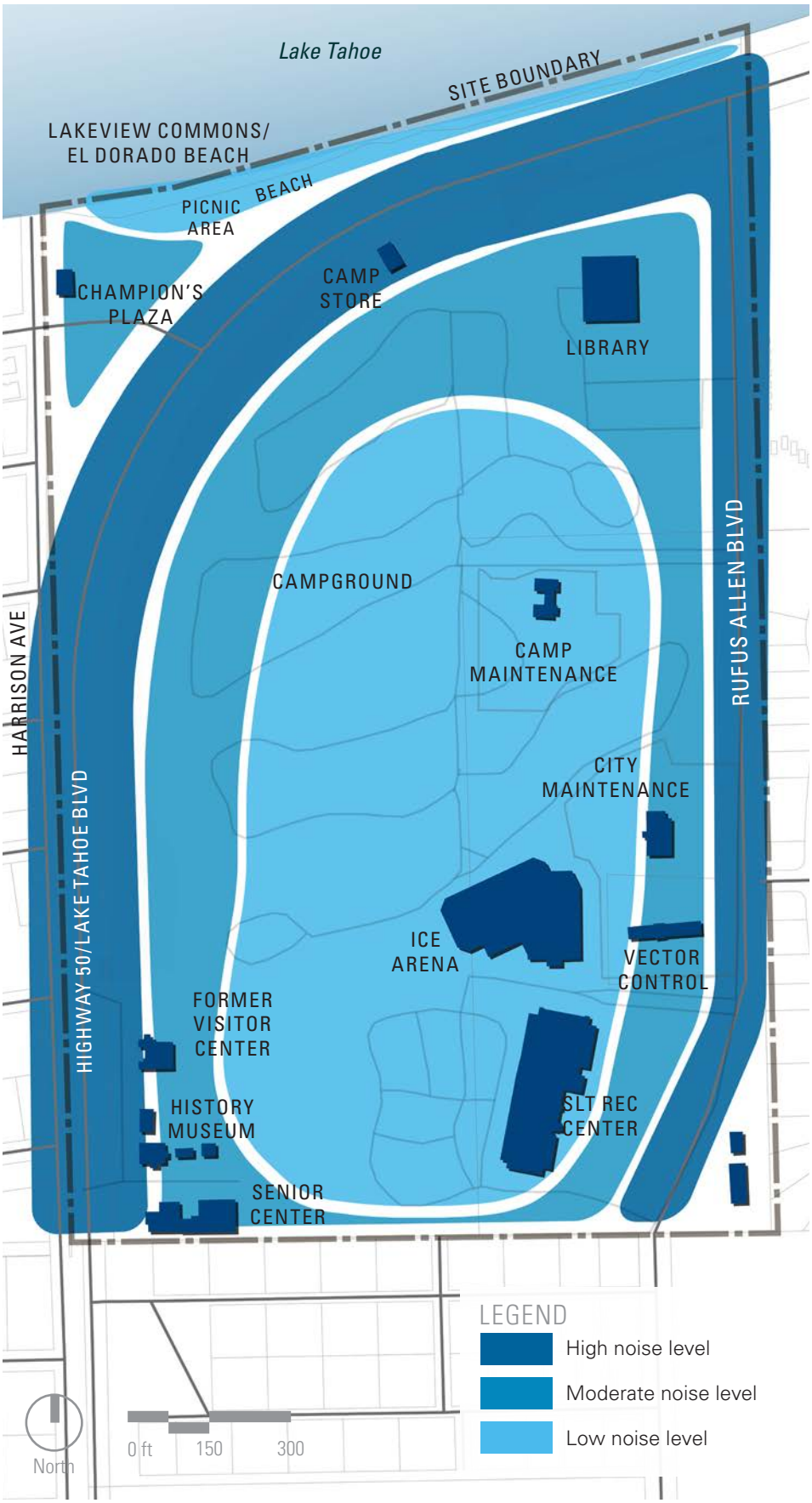


Figure 16: Site Soundscape Map



Site Analysis

This section describes the current physical conditions and environmental aspects of the site. This information, which was collected and observed during the early stages of the design process, allowed our team to have informed conversations with stakeholders and advanced the master plan.

EXISTING CONDITIONS

The Heart of South Lake Tahoe

The current 56 Acres site lies in the heart of South Lake Tahoe. The park is bordered to north and west by Highway 50, to the east by Rufus Allen Blvd. and to the south by a neighborhood. The project site can take advantage of amenities such as expansion of Lakeview Commons directly across Highway 50 to the north and strengthen connections to the Harrison Avenue commercial district along the western border.

Currently, 56 Acres contains a centrally located campground with over 170 tent and RV sites. Camp maintenance as well as County maintenance and Vector Control border the campground, at times to the detriment of the adjacent campsites and public areas. Two modest parking areas are located on both the north and south ends of the site.

Class I and Class II bicycle facilities surround the project site. The Class I shared-use path runs adjacent to Highway 50 and often suffers from noise, traffic, and exhaust pollution.



"Registered Guests Only" sign at Campground by the Lake.

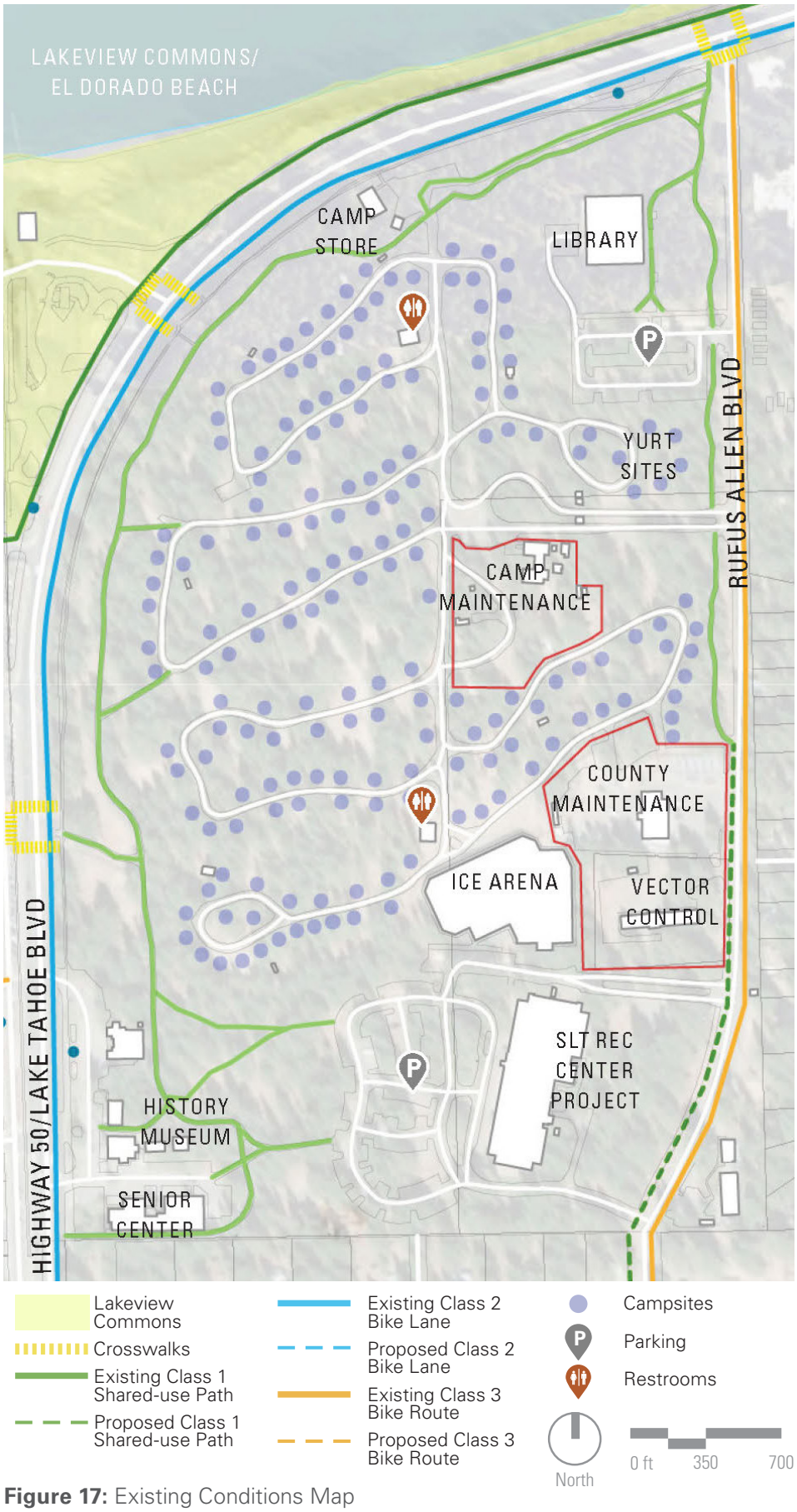


Figure 17: Existing Conditions Map



Class I path and covered bus shelter located on Highway 50 in front of the existing library.

SITE CONDITIONS



Recreation & Swim Complex

The South Lake Tahoe Recreation and Swim Complex has a variety of fitness rooms, meeting rooms, a gymnasium, and swimming pool. As well as an outdoor playground, basketball, and volleyball courts. A new, relocated Multi-generational Aquatics and Recreation Center is currently being planned on 56 Acres.



Ice Arena

The Ice Arena is owned by the City of South Lake Tahoe and managed by a private operator. It is the only year-round indoor ice arena in the region and the facility hosts a variety of programs and teams that attract locals and visitors.



Campground at the Lake

The campground is operated by the City and has been a part of the site since the 1960s. It is one of the most popular campgrounds in the area. A separate maintenance area is currently included within the campground.



Library

The South Lake Tahoe Library is part of the El Dorado County Library system. In addition to loaning print and digital media, the library hosts many community groups and events.



Fire Training Facility

The South Lake Fire Department uses this facility for training exercises. This building has been used for many different purposes over the years.



Vector Control & Public Works

In the future, El Dorado County's Vector Control facility will be relocated and the City's Public Works facility may be scaled down in size. The City's Public Works facility houses snowplows and the central location makes snow work more efficient.



Lakeview Commons

Lakeview Commons was opened in 2011 providing improvements to eroding shoreline at El Dorado Beach. The park hosts a variety of events and is one of the most accessible beaches in the area.



Lakeview Commons Phase 2

Unbuilt, proposed improvements to the shared-use path and beach accessibility east of Lakeview Commons, connecting to public land owned by the California Tahoe Conservancy, will create more useable space at the park and improve bicycle/pedestrian access.



Highway 50 Frontage

A recent 4-year $52M improvement project along Highway 50 by Caltrans included new sidewalks, landscaping, lighting, and stormwater basins on site. Highway 50 is a major feature of the 56 Acres site, dividing Lakeview Commons from the rest of the site. It discourages pedestrian traffic due to limited crossings and fast road speeds.



Ambulance Service, Art League, History Museum, Osgood Toll House & Log Cabin

Clustered in the southwest part of the site the Tahoe Art League and the Lake Tahoe Historical Society operate an art gallery and museum. The Historical Society cares for two historic buildings as well; the Osgood Toll House and a log cabin. Recently, the City entered into a 5-year lease with an ambulance service at former Visitor Center building.



Senior Center

The City of South Lake Tahoe Senior Center is an activity center that brings social, recreational, and educational opportunities for older adults. The Senior Center also facilitates the El Dorado County Senior Nutrition Program.



Water Tower

The water tower, located southwest of the library, dates from the 1930s. It was originally built to provide pressurized water to campers before South Lake Tahoe had a water company.



The historic 1930s log cabin is used by the Historical Society to house additional artifacts that do not fit in the museum.



The Campground by the Lake is well-loved and has potential for improvements to the camping experience.

OPPORTUNITIES AND CONSTRAINTS

Opportunities

Recent improvements to the Harrison Avenue commercial district, Highway 50 frontage, and Lakeview Commons have enhanced the area's visual quality as well as improved walking and bicycling. The 56 Acres project site presents an opportunity for shared parking with the Harrison Avenue commercial district and lake access. Along with enhanced pedestrian crossings and recent bikeway improvements, these developments will increase the vibrancy and mobility of one of the most active areas in South Lake Tahoe. In addition, many of these improvements can be coordinated with adjacent recreation, civic, trail and stormwater projects. This kind of cooperation could not only result in positive community benefits, but reduce capital costs.

Many of the civic uses on site can be consolidated and new civic uses can be included by designing new efficient, effective, and attractive buildings. New and engaging civic infrastructure will reinforce the site's role as a premier civic and recreation destination.

Site Opportunities Overview

- The site is centrally located and close to commercial, residential, and school uses.
- Lakeview Commons has been successful and is loved by both residents and visitors. The full site can accommodate some of the visitor demand while creating a signature park and civic destination in the heart of the city.
- Coordinating improvements with adjacent recreation, civic, trail, and stormwater projects can increase positive community benefits with reduced capital costs.
- Harrison Avenue commercial district improvements have enhanced the area's visual quality and improved walking and bicycling; the site location may present shared parking opportunities for the district.
- Recent bikeway improvements can be continued to eliminate gaps in the network.
- The healthy tree canopy can be preserved for visual character while opening views to the lake and enhancing wayfinding.
- Pedestrian crossings at Highway 50 can be enhanced.
- Civic uses can be consolidated, and more civic uses can be included on the site by designing new efficient, effective and attractive building(s) that reinforce the site's role as a civic and recreation destination.

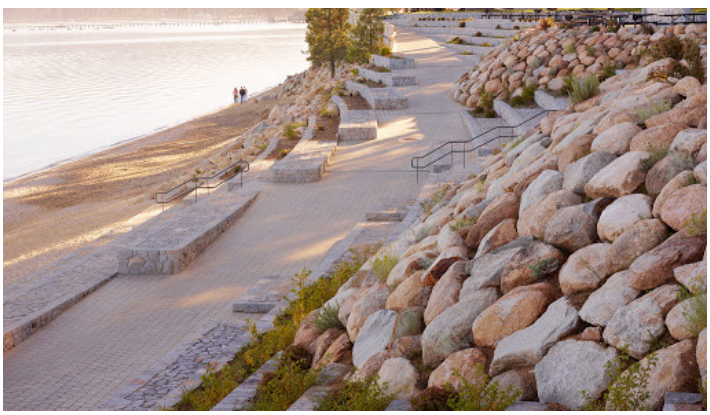
Constraints

Highway 50 creates a significant barrier between Lakeview Commons, the Harrison Avenue commercial district and the larger park site. This results in high volumes of pedestrians and bicyclists on both sides of Highway 50. In addition to isolating desirable lake side amenities, the noise pollution it creates is a detriment to recreation on site. The high visitor use creates wear and tear on Lakeview Commons facilities and the narrow and steep space between the highway and the lake inhibits lake access.

Site Constraints Overview

- Highway 50 creates a barrier between Lakeview Commons/the Harrison Avenue commercial district and the larger park site.
- High visitor use creates wear and tear on Lakeview Commons facilities.
- Uses are spread throughout the site and heavy tree canopy can disorient users and reduce the sense of place.
- Gap in bike trail along Rufus Allen Boulevard.
- High volumes of pedestrians and bicyclists on both sides of the highway pose safety concerns.
- Narrow and steep space between highway and the lake.
- Road noise adjacent to the highway.





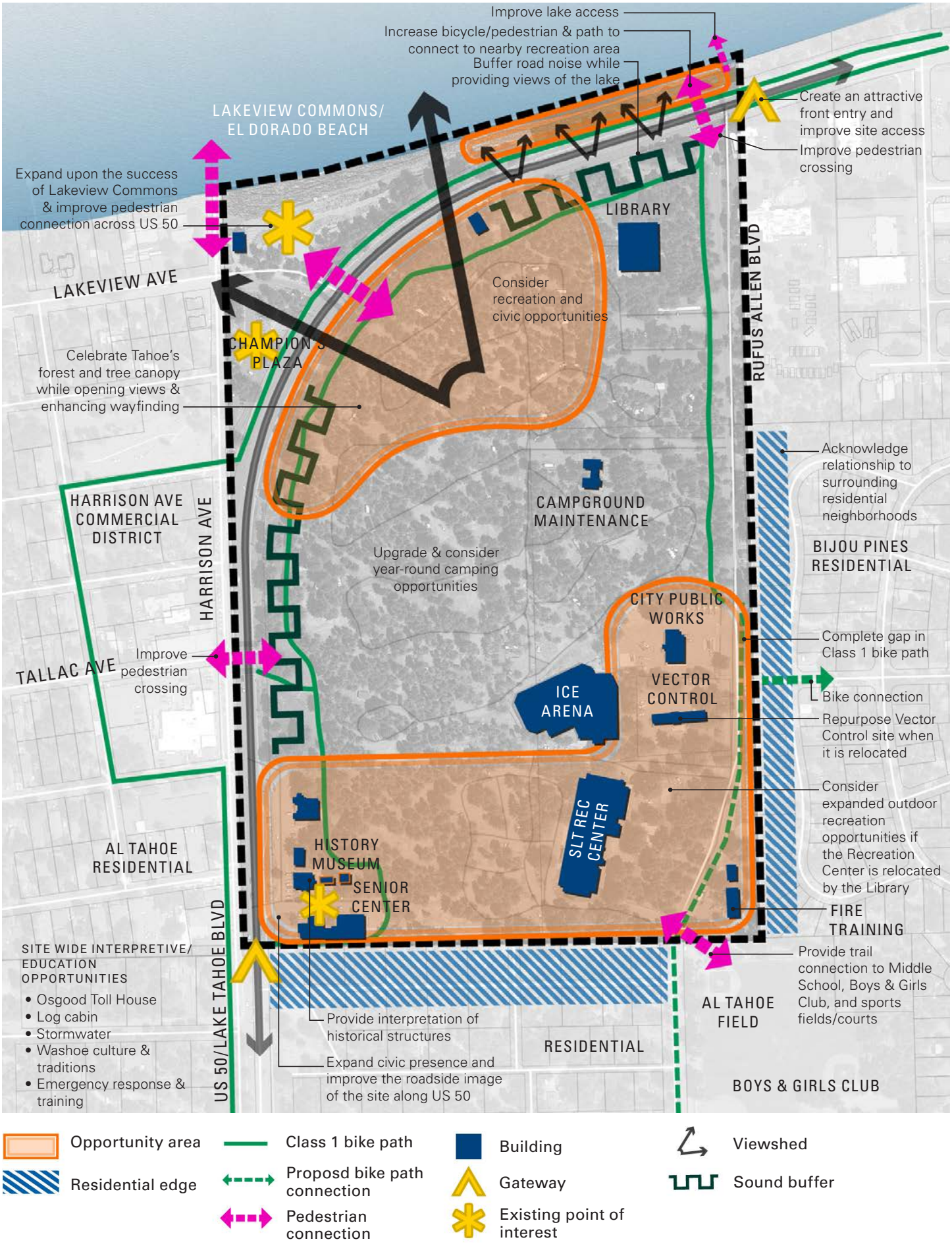


Figure 18: Site Opportunities and Constraints Map


HOW COULD TRAIL CONNECTIONS BE IMPROVED?
56
TAKE THE WALKING TOUR SURVEY
https://arcg.is/S91Tj
STATION G

Public Engagement Summary

A Public Engagement Plan was developed at the beginning of the master planning process to ensure communication throughout the project. The plan considered the best methods of informing the public and involving them in the development of the 56 Acres Master Plan. These methods creatively utilized new digital tools and engagement strategies during COVID-19.

PUBLIC ENGAGEMENT PROCESS

The project team developed a Public Engagement Plan (PEP) to ensure communication occurred throughout the process. The PEP considered the best methods of informing the public and involving them in the development of the 56 Acres Master Plan. The final presentations, exercises and content for each workshop varied from what is identified in the PEP based on feedback from the City and County, but the approach and desired outcomes remained the same.

Overall Engagement Goals

- Be equitable and inclusive.
- Be purposeful.
- Hold events that are approachable for all stakeholders and provide the necessary context.
- Conduct varied and multi-layered strategies to reach a wide and diverse audience and include more personal interaction.
- Provide on-site and self-guided opportunities
- Weave public education into stakeholders and community engagement
- Communicate trade-offs and manage expectations
- Identify and distinguish between recreation and civic goals and stakeholder priorities for the project.
- Clearly differentiate from the Recreation Center engagement effort. Each project will inform one another but allows for individual project focus.
- Learn from and invite participation from campground, civic, mobility, recreation, and other on-site users
- Include implementation partners in project discussions

Metrics of Success

The purpose of stakeholder and community input is to capitalize on the wisdom of the many by gathering balanced input from community members/stakeholders representing all demographic, geographic, and interest groups in the community on values, vision and design specifics. This enables all community members to share in the decision-making process for the long-term success of the community's planning efforts. Concerns and conflicts can be raised in a productive context that will use that information for the betterment of the project. The project team carefully designed the input process to efficiently and effectively gather input to serve the overall outcome.

1 Who is participating?

- How many people?
- How diverse?
- Previously engaged in other City/County efforts?

2 Satisfied with the process and project?

- Positive comments received?
- Easy for people to get involved?
- Did people feel included?

3 Impact of the engagement and outreach

- Impact engagement had on community's knowledge and ability to stay involved
- Better capacity to engage on future projects?
- Did process help the public to consider capital /operational costs as part of decision-making?
- Input gathered align with overall engagement goals?



Advertising banner for websites and online media outlets.

Outreach Methods

The City and County were responsible for properly advertising and marketing the engagement opportunities, and Design Workshop provided the graphic materials for the print and digital campaigns.

DW summarized project content and involvement opportunities in a web based StoryMap The link to the StoryMap was available on the City, County, and Recreation Center project websites.

Stakeholders

Based on the understanding of the stakeholder community, and input from the City and County, stakeholder groups were organized into three groups: key, secondary, and tertiary. Figure 19 shows the arrangement the stakeholders and interested parties into the three groups and visually depicts the grouping and engagement methods for each group. Stakeholder engagement has been a cornerstone in the 56 Acres master planning process.

Project Development Team (PDT)

Bi-weekly meetings were held throughout the process with this group. Staff members of the City, County, and Conservancy provided insights, reviewed project process and interim deliverables, and provided strategies for addressing particular issues or adjustments needed to meet project goals and addressed potential risks or issues. In addition, this team managed administrative issues including contract management; initial review of deliverables and project information before presentations to the stakeholders, and public; provided existing site and project information needed for planning team to conduct their work; and interacted with and provided updates to the City Council and County Board of Supervisors as needed.

Stakeholder Groups

These groups provided more focused input and feedback in a small group setting.

Commission Meetings

Updates to the City and County's Parks and Rec Commissions, City Planning Commission, and City Council were provided by the Planning Team, in coordination with City and County staff, at the end of each engagement window. A summary of the project process and feedback was received and offered with opportunities for direction and insights from the commissions and council meetings. City and County staff provided similar updates to the County Board of Supervisors during the same time-period.



On-site signs in both English and Spanish informed the public of the project.

Target Groups

Of the stakeholders identified, certain groups were essential to target for the success of this project. These included: underrepresented populations (Latinx community, youth and older adults) and coordinating agencies (TRPA, Caltrans, mobility user groups, and recreation users).

Stakeholder Organization



Figure 19: Stakeholder Organization Chart

ENGAGEMENT WINDOW ONE

Listen, Discover & Confirm Goals and Programs

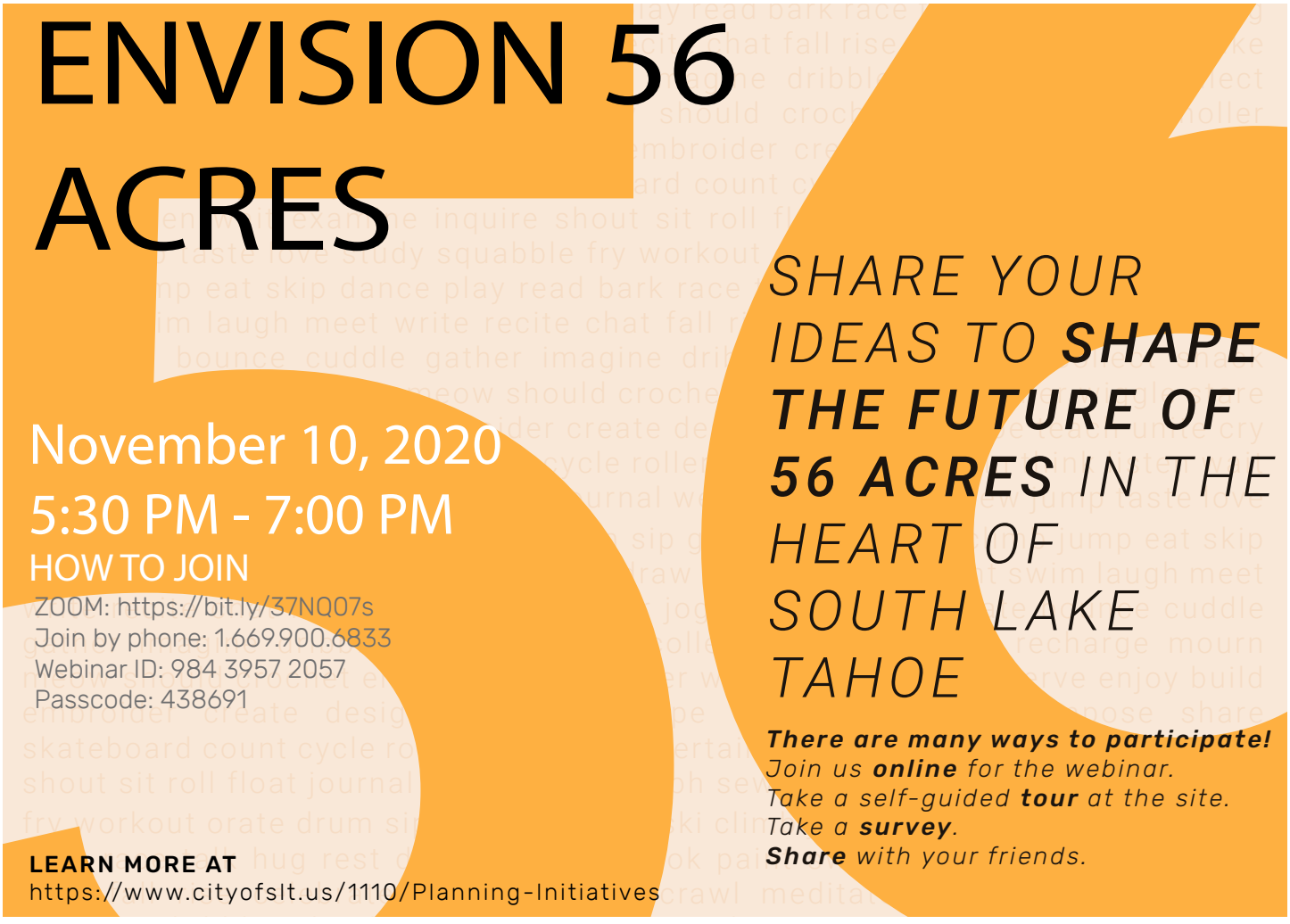
Engagement Window 1 focused on identifying purpose and how information would be used. It took place between October 19, 2020 and November 13, 2020. The goals of Engagement Window 1 were as follows:

- Confirm overall project vision and goals
- Input and feedback on program elements (including scale, location, and character)
- Input and feedback on-site opportunities and potential challenges to be addressed
- Outcomes will be used to generate conceptual alternatives presented in conjunction with the Recreation Center concepts during Engagement Window 2
- Gain initial input on priorities

Survey

Community and Visitor Survey: November 2-22, 2020

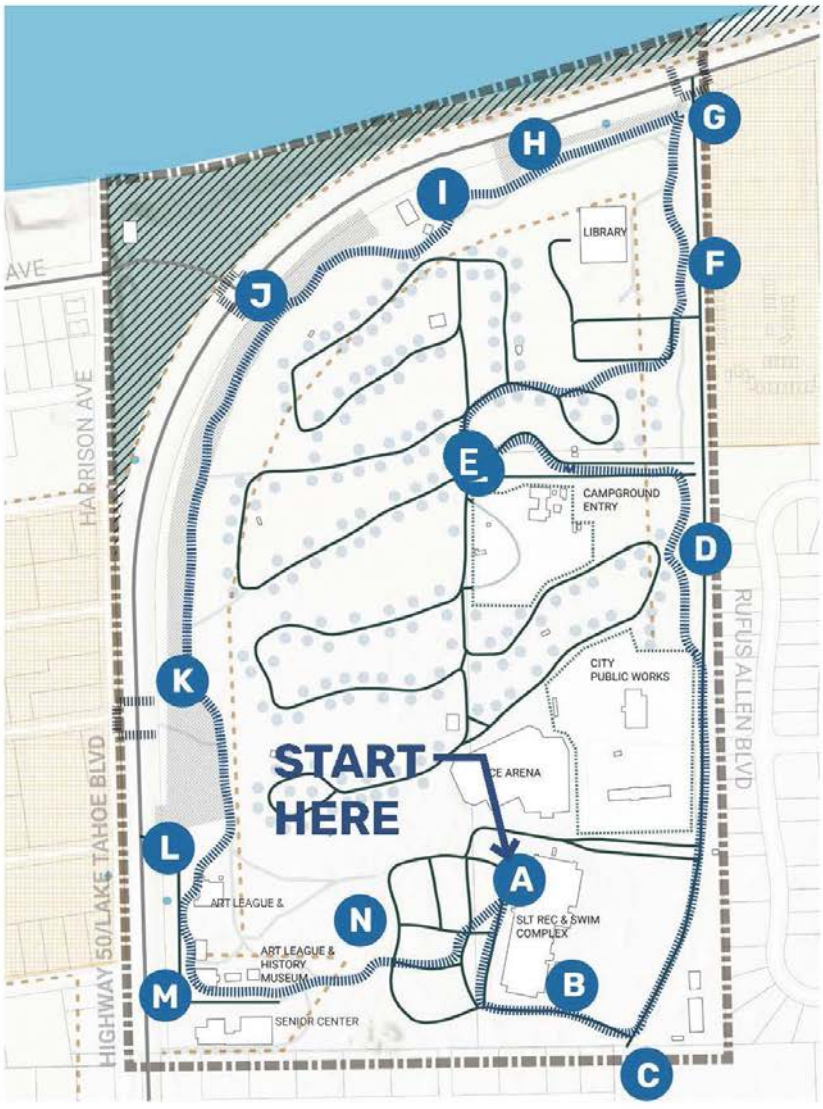
An online survey was coordinated with workshop information to get input from locals, part-time residents, and visitors on project vision, goals, and program elements.



Flyer for Workshop #1

TAKE THE SELF-GUIDED TOUR & SURVEY

STARTS NOVEMBER 2 - NOVEMBER 20
Daily 8:00AM - 6:00PM



SCAN QR CODE TO TAKE THE SURVEY ON-LINE

How to Participate

1. Pick up a Self-Guided Tour Packet outside the Recreation and Swim Center (available daily 8:00AM - 6:00PM, Nov. 2-20)
2. Start the tour at Station A by answering the survey questions in this packet.
3. Follow the site walk path. When you reach a lettered site walk sign, fill in the corresponding questions in your Self-Guided Tour Packet.
4. Imagine new possibilities for 56 Acres and have fun!
5. Return your Self-Guided Tour Packet to the drop box outside of the Recreation and Swim Center no later than November 20.
6. Share with friends and family and help shape the future of 56 Acres in the heart of South Lake Tahoe. They can take the survey either on-line at the below link or by taking their own self-guided tour with survey.

EXPLORE THE PROJECT WEBSITE BY SCANNING THE QR CODE ON THE RIGHT. SHARE WITH FRIENDS AND FAMILY.

HTTPS://BIT.LY/3MXYTQW (SURVEY)

HTTPS://ARCG.IS/S91TJ (WEBSITE)

56 ENVISION 56 ACRES CITY OF SOUTH LAKE TAHOE | EL DORADO COUNTY

Flyer for the Self-Guided Walking Tour and Survey



Visitors participate in the Self-Guided Walking Tour

Walking Tour

This on-site self-guided walk was designed to meet all COVID-19 safety protocols. People were invited to participate in the self-guided tour between November 2-22, 2020.

Printed maps and project information with QR codes and survey link were distributed throughout the project site for a walk-through workshop. Boards at the Recreation Center covered project background, site analysis and mapping, previous work, and goals. The same information was also available online through the project StoryMap and via online survey for broader input options.







Figure 20: Bilingual Public Webinar Banner

Public Webinar

A public webinar was conducted on November 10, 2020 through the online platform Zoom. The presentation content and agenda was as follows:

- Virtual meeting format through Zoom.
- The team gave a short presentation to walk through the project information and background materials and asked some interim questions, opened up for Q&A, and directed people to the online survey.


56 ENVISION 56 ACRES MASTERPLAN

Project Website: www.arcg.is/S91Tj

STAKEHOLDER INVITATION

The City of South Lake Tahoe, El Dorado County, and California Tahoe Conservancy are collaborating to create a Master Plan for the 56 Acres site. The 56 Acres Master Plan is a long-range planning document to guide the development of civic facilities, trails, open space, campground improvements, phasing, and funding.

We are requesting your participation as a stakeholder for the 56 Acres Master Plan to gain a better understanding of the needs, values and anticipate future demands for the site. Additional project information is attached along with a list of discussion topics. We would like to set up a 30-minute virtual stakeholder interview sometime between November 30 and December 4, 2020. Please email Ben Fish (bfish@designworkshop.com) with your availability for a 30-minute web meeting between these dates.

We are currently in the date gathering stage of the master plan, confirming the program and project goals before we develop design concepts this winter. On November 10th we held the first public meeting for the project and we currently have a self-guided walking tour and online survey to solicit public feedback throughout the month of November.

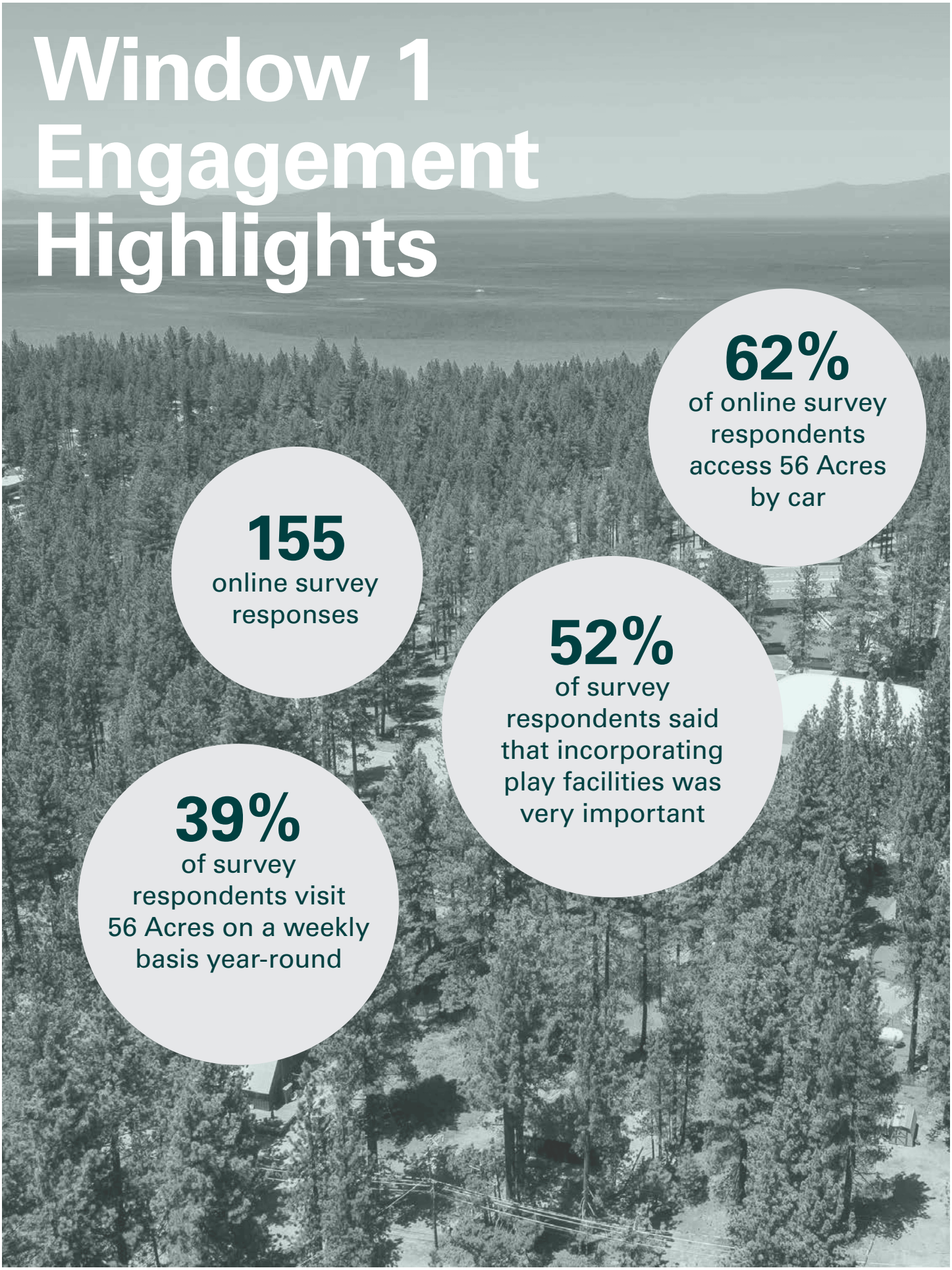
Thank you for your time and consideration-your input is greatly appreciated. Please contact Ben Fish, Project Manager, Design Workshop at bfish@designworkshop.com to confirm your participation.

Sincerely,

John Hitchcock
Director of Planning and Development
City of South Lake Tahoe
530-542-7472
jhitchcock@cityofslt.us

56 ENVISION 56 ACRES CITY OF SOUTH LAKE TAHOE | EL DORADO COUNTY

Window 1 Engagement Highlights



62%
of online survey respondents access 56 Acres by car

155
online survey responses

52%
of survey respondents said that incorporating play facilities was very important

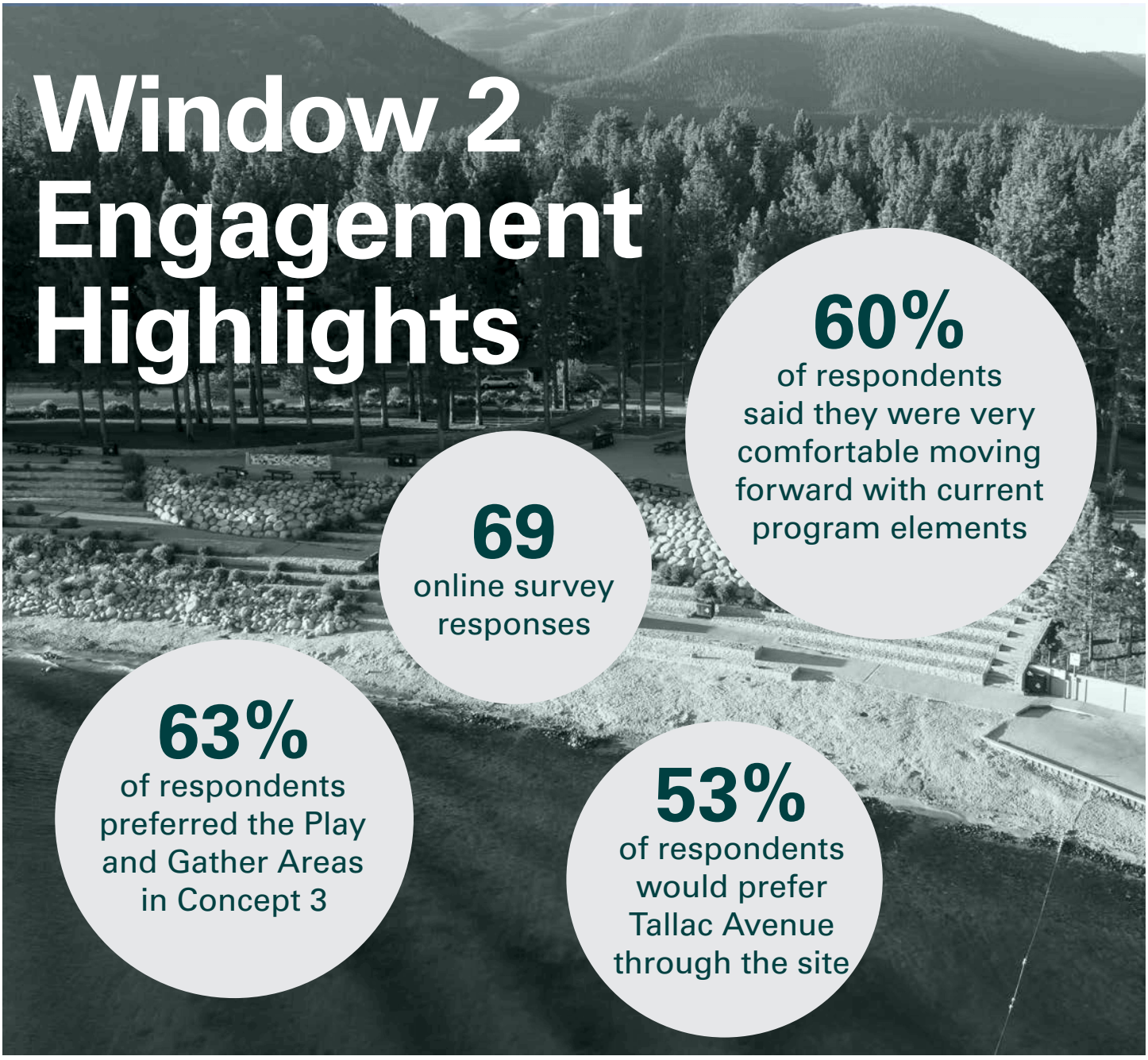
39%
of survey respondents visit 56 Acres on a weekly basis year-round

ENGAGEMENT WINDOW TWO

Collaborate

Engagement Window 2 took place between December 14, 2020 - January 22, 2021. The goals of Engagement Window 2 were as follows:

- Receive input on conceptual alternatives to develop preferred alternative
- Coordinate feedback and events with the Recreation Center project
- Gather input on implementation priorities

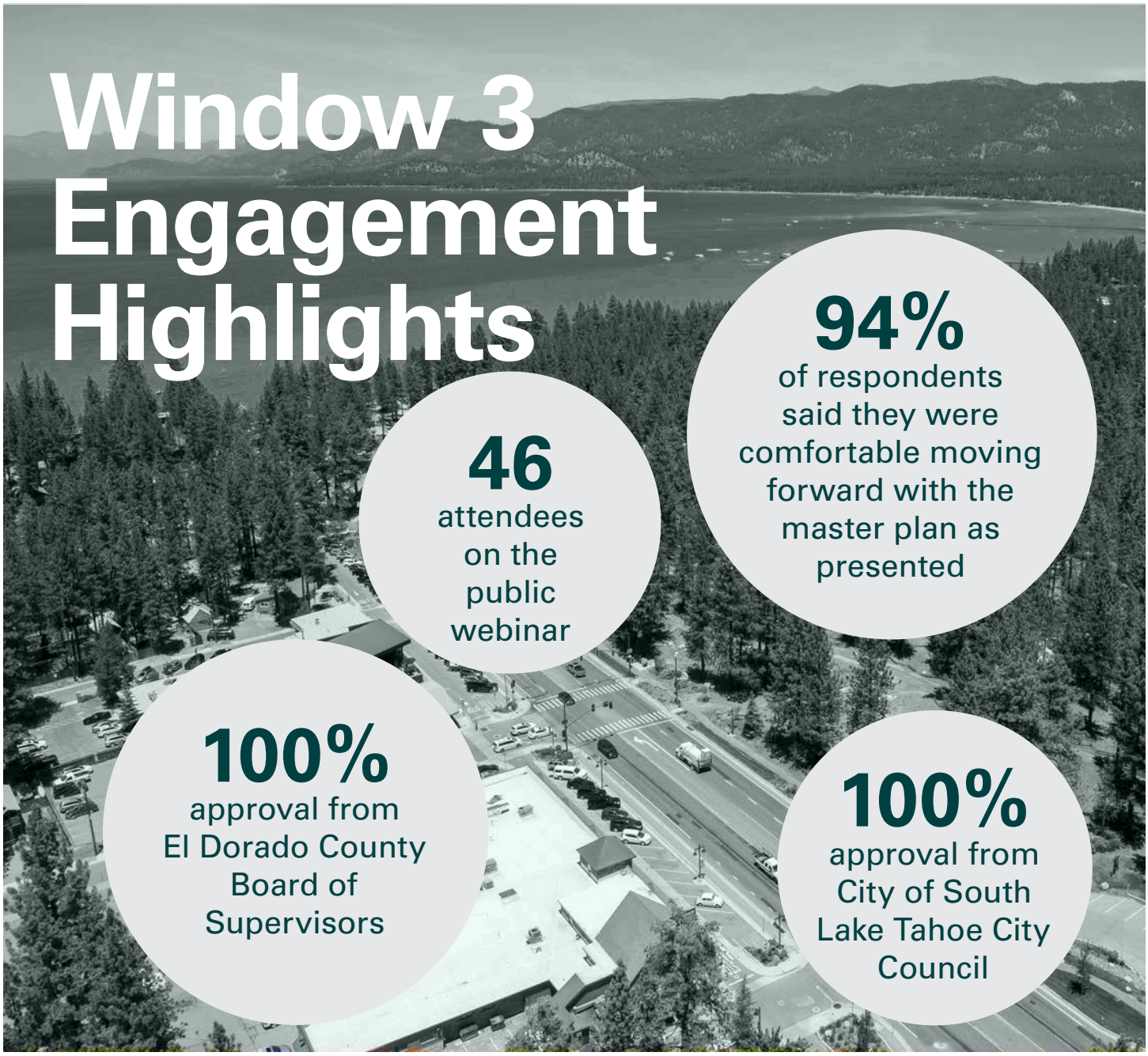


ENGAGEMENT WINDOW THREE

Refine

Engagement Window 3 focused on presenting the Master Plan and Master Plan Alternative. On March 31, 2021 there was a public webinar presentation and on May 4, 2021 there was a public presentation to a joint meeting between City Council and County Board of Supervisors for approval of the master plan. The goals of Engagement Window 3 were as follows:

- Receive input on preferred alternative to integrate feedback into master plan document
- Confirm implementation priorities
- Approval of the master plan





Draft Alternatives & 56 Acres Master Plan

Community and stakeholder engagement led to the creation of a series of initial programming concepts. These gave shape to a variety of possibilities for the project area. Engagement efforts included eliciting feedback regarding programmatic elements of the site as well as circulation, access, and the location of amenities within the park.



Program Concept Development

Following public input opportunities including the self-guided tour, online survey, and first public meeting, a series of program concepts were developed to illustrate a variety of ways that 56 Acres could support and organize four main categories of program elements. These categories were: Civic and Community, Play and Gather, Open Space and Trails, and Camping.

The first public survey resulted in over 200 participants. The results of the survey helped shape the character of each program category, and drove the way program was deployed on-site in each of the three original program concept diagrams.

Survey respondents helped articulate the importance of the Recreation and Swim Center, the library and providing safe, easy and accessible connections to Lakeview Commons. In addition, survey respondents also reinforced the importance of adventure play features, native landscape areas and gardens, a variety of sports courts, seating, and open lawn areas.

Participants stressed that trails within the park should provide connections to other areas as part of the citywide trail system, and the project area should have a walking and bicycling loop.

Programming For Every Season

The winter season doesn't drive recreation to halt in and around the Lake Tahoe Basin. Survey respondents stressed the importance of year-round programming and infrastructure of in the Tahoe region. A primary concern was that the trail system within the project area would not be accessible year-round. Residents and visitors alike preferred plowed walking and bicycling opportunities at 56 Acres during the snowy season.

Additionally, the public survey demonstrated that there are numerous winter recreation uses that are of interest for the project area. Respondents cited cross country skiing, sledding, and ice rink activities as some of their top winter priorities for getting out and enjoying 56 Acres in the snow.

CIVIC & COMMUNITY











Robust Civic Amenities

Maintaining robust community and civic amenities is critical to the success of the 56 Acres Master Plan. When asked which amenities were most important to respondents in Survey 1, civic amenities such as the Recreation and Aquatic Center, the library and Lakeview Commons rose to the top.

Other community and civic amenities that are being prioritized include a facility for seniors, the ice arena, and a cultural center that celebrates the history and art of the Lake Tahoe region.



PLAY & GATHER


Flexible Use Public Spaces









Flexible Public Space

A key element of the 56 Acres Master Plan is ensuring areas within the project area that are dedicated to a wide variety of amenities that support diverse types of play and various community events and gatherings. Play and gather space in the park should be flexible, welcoming and encourage residents and visitors alike to relax, socialize, and stay active.

Community Oriented Events

Community oriented events are a cornerstone of the South Lake Tahoe lifestyle. Whether it's an amphitheater or a public plaza, residents and visitors should be ensured space within the park for community-oriented events of varying sizes.




Adventure Play


Fitness Play


Interactive Elements







Adventure Play

South Lake Tahoe is a national destination for adventure recreation. It is no surprise that residents and visitors alike cast their vote for the inclusion of adventure play amenities in the 56 Acres Master Plan. These features could include slides, landform manipulation, nature-based play areas, rock climbing walls, and a numerous other multi-generational activities that teach new skills, and help to cultivate appreciation and excitement for the outdoors.

Interactive Elements

Interactive play elements such as sculptures, engagement-based interpretive material and fitness play features were among some of the top-rated interests in Survey 1. Many of these features can spark curiosity among all ages and can be made accessible regardless of ability level.



TRAILS & OPEN SPACE











Connected Trail Network

A connected trail network within the project area would bolster South Lake Tahoe's already robust public trails network. Shared-use paths within the park would connect to key access points as well as circulate users throughout the site itself.

Accessible Open Space

The 56 Acres Master Plan is committed to helping design public spaces that are open and accessible to everyone in the community. Safety, wayfinding, and signage are all elements of creating a trail system that is usable, safe and accommodating to a variety of residents and visitors. This includes crafting trails that are desirable for differently abled users, seniors, families, and pet owners among others.



CAMPING


Yurts


Tent Sites


Tent Cabins


RV/Trailer Sites


Camping Cabins

Campground Updates

The Campground by the Lake has become one of the most attractive destinations in South Lake Tahoe. In the Survey 1 results, a majority of respondents suggested that maintenance and rehabilitation of the existing campsites was critical, and the addition of a variety of year-round overnight options was desirable.

Year-Round Options

Based on market research, an increasing number of campgrounds are moving to provide accessible year-round camping facilities. Options could include simple camping cabins, yurts, or other structures that would allow visitors to the campground to continue to enjoy this incredible amenity throughout the year.



PROGRAMMING CONCEPTS

Programming Concept 1: Civic Center North

The Civic Center North program concept is defined by large swaths of camping, open space, and trails on the south end of the site and a concentration of civic amenities to the north. In this program concept, the Recreation and Aquatic Center, the library and civic center, the senior center and the cultural center are all grouped together in a civic-oriented hub. Parking is similarly concentrated within the northern portion of the site, providing ample and convenient parking adjacent to civic amenities. Additional parking can be found next to the city maintenance zone and the ice arena but is largely located further north.

The areas of the site adjacent to Highway 50 are buffered by open space and trails as well as areas for play and gather related activities. These areas form a linear park that connects to the Recreation Center as well as Lakeview Commons. The camping area in this program concept is shifted slightly south from its current location. It is the largest area to be allotted for camping out of the three concepts.

Programming Concept 2: Civic Center South

The Civic Center South program concept's most distinctive feature is a "Main Street" that meanders through the park and can be closed off for special events. This thoroughfare provides easy access to numerous on-site amenities such as the civic center, play and gather spaces, the campground, and additional parking that is connected to the cultural and senior centers.

Like its title, many of the Civic amenities in this program concept are concentrated in the southern half of the park. Though the Recreation and Aquatic Center as well as the library are still located on the northern end of the site, the civic center, senior services, and cultural amenities (such as the cultural center and a cultural green) are all located to the south. Parking is located throughout the site, adjacent to convenient locations such as the Recreation and Aquatic Center, city maintenance and civic amenities such as the senior center. The campground is consolidated and centrally located. Because it is more compact, additional space can be allocated to other features.

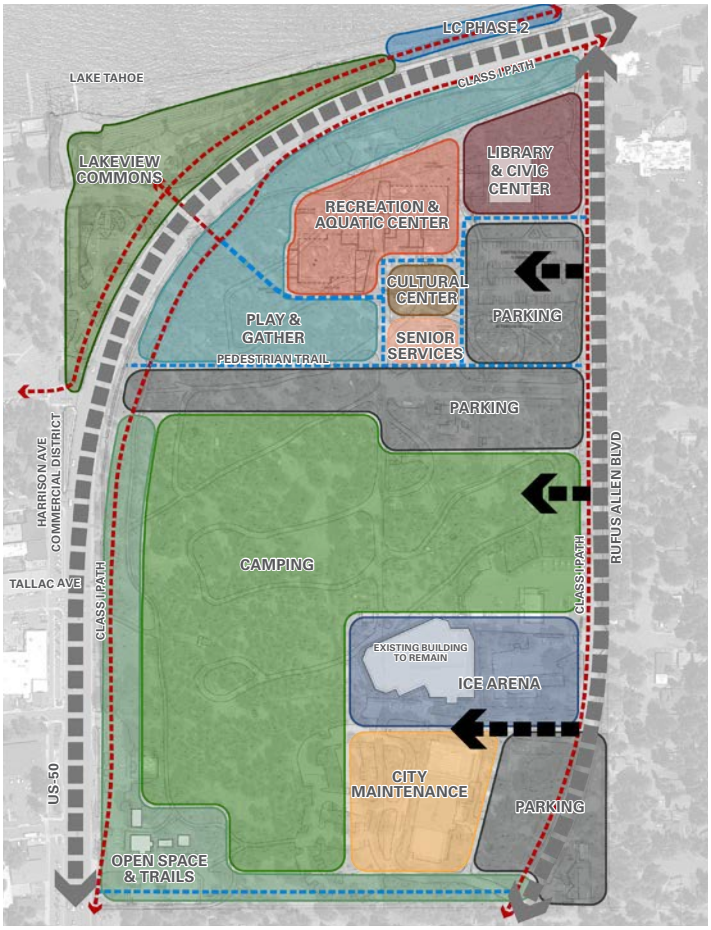


Figure 21: Programming Concept 1 Diagram

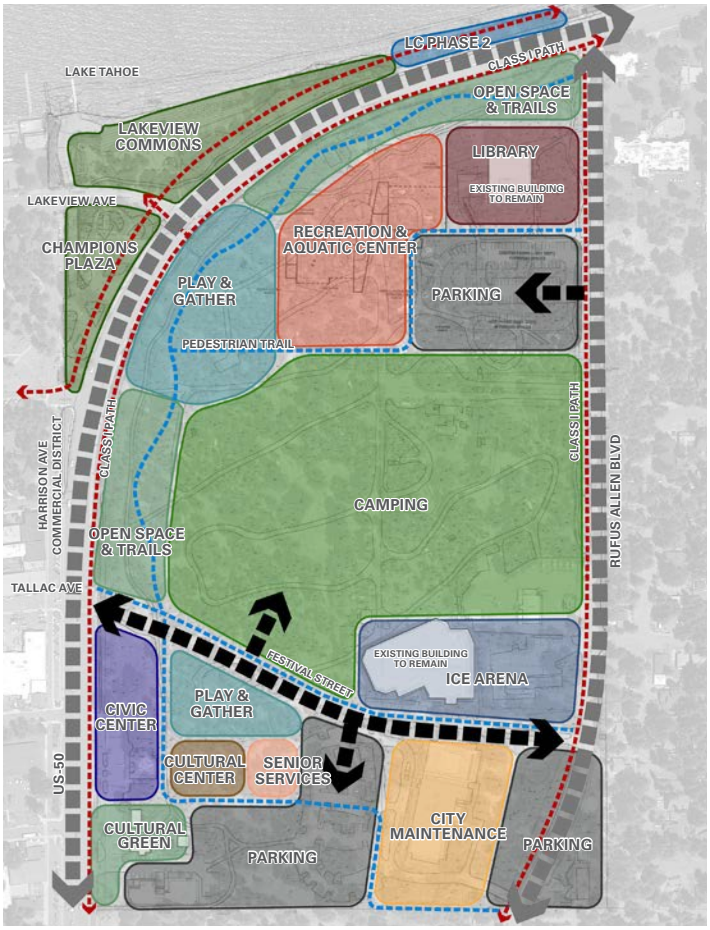


Figure 22: Programming Concept 2 Diagram

Programming Concept 3: Campground South

Like the Civic Center South program concept, the Campground South program concept features Tallac Avenue as a Main Street that runs throughout the park. The camping area remains consolidated and is located to the south. This concept features the smallest camping area out of the three concepts. Because the designated camping area is compact, other amenities can take up additional space. The Recreation and Aquatic Center as well as the cultural and senior centers have slightly larger footprints and are more centrally located on site. Large parking areas appear in both the north and south ends of the site, with a smaller more compact parking lot close to the intersection of Tallac Avenue and Highway 50.

Additionally, play and gather spaces are found in the heart of the park. Open spaces and trails buffer most of the Highway 50 and park interface while making room for a large portion of the site to be programmed with a variety of different play and gather activities and amenities.

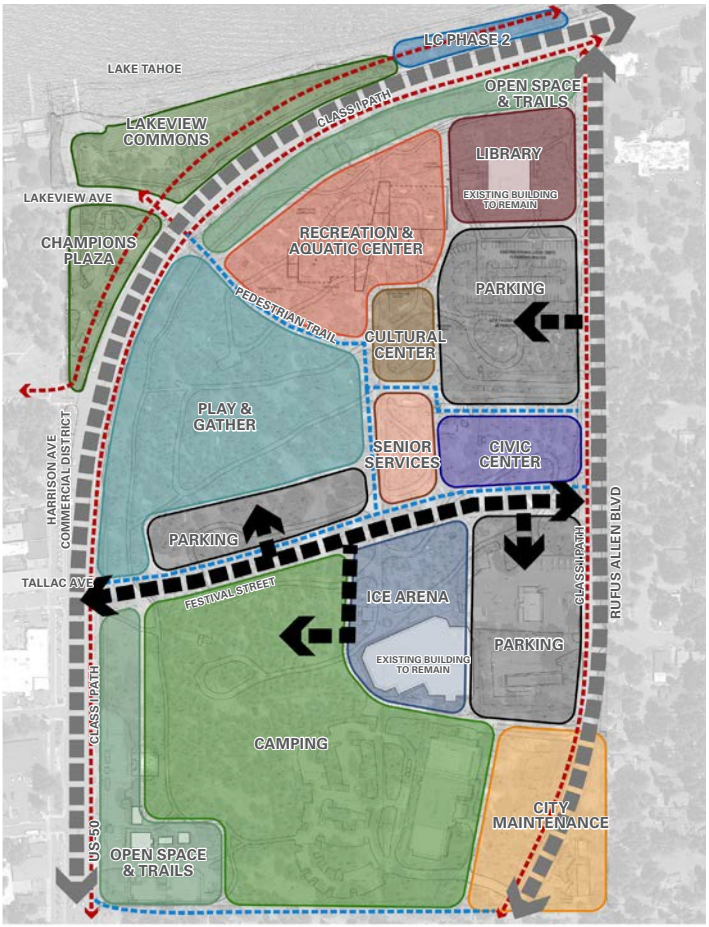
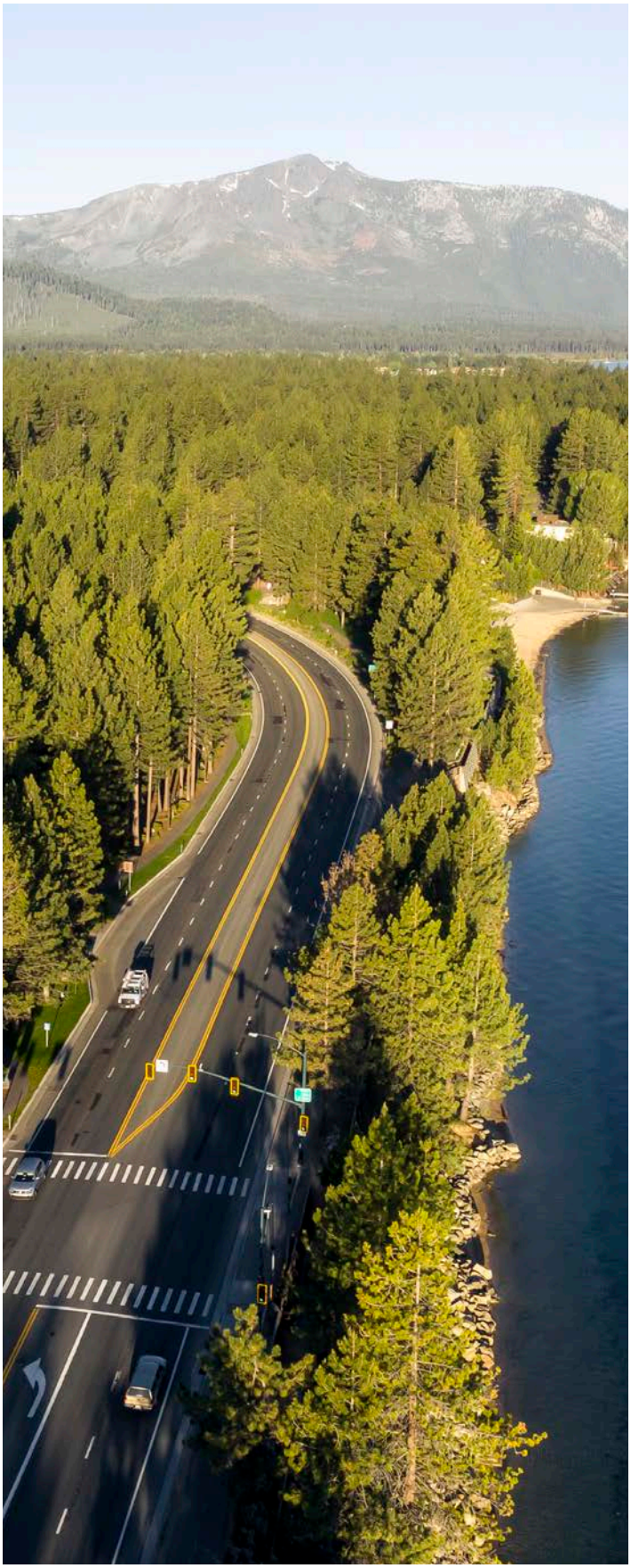


Figure 23: Programming Concept 3 Diagram



Aerial view of Highway 50 and the Lakeview Commons Phase II site

Preferred Programming Concept: A Combination Concept

The preferred program concept was developed from critical feedback received by the South Lake Tahoe community, the City, and the County. After robust public engagement, desirable elements from each of the three program concepts emerged and as a response, a new program concept was developed.

A shared-use path bisects a large play and gathering space that buffers a portion of the Highway 50 frontage. This large, concentrated zone for activities such as adventure play, fitness play, interactive elements, and a variety of gathering opportunities creates flexible public space that reaches into the heart of the park. Convenient access to Lakeview Commons emerges out of the play and gather area, and open space and trails zones buffer most of what remains of the Highway 50 frontage as well as the southern boundary of the park.

The cultural center and senior center join forces in the southwest corner of the park and occupy a space directly off Highway 50. The camping area is concentrated in the southern half of the park but leaves room for large areas dedicated to the ice arena, parking, and city maintenance.

The site is bisected by an access road and parking lot. This increases accessibility to a variety of civic amenities within the park itself and fills a community need for additional parking near the Harrison Avenue commercial district. In addition to the access road that runs west to east throughout the park, a connected series of shared-use paths allows visitors to walk through the heart of the site and enjoy 56 Acres away from the loudest areas adjacent to Highway 50. The shared-use path creates convenient connections to access both Lakeview Commons and the Harrison Avenue commercial district.

Many of the civic amenities are concentrated in the northern half of the site. A large parking lot provides ample access to each of these amenities and the Multi-generational Aquatics and Recreation Center abuts both a play and gather area as well as open space and trails. This provides a seamless connection between recreational activities in and out of doors for residents and visitors alike.



The Main Street will connect through the 56 Acres site at Tallac Avenue, as shown in this photo.

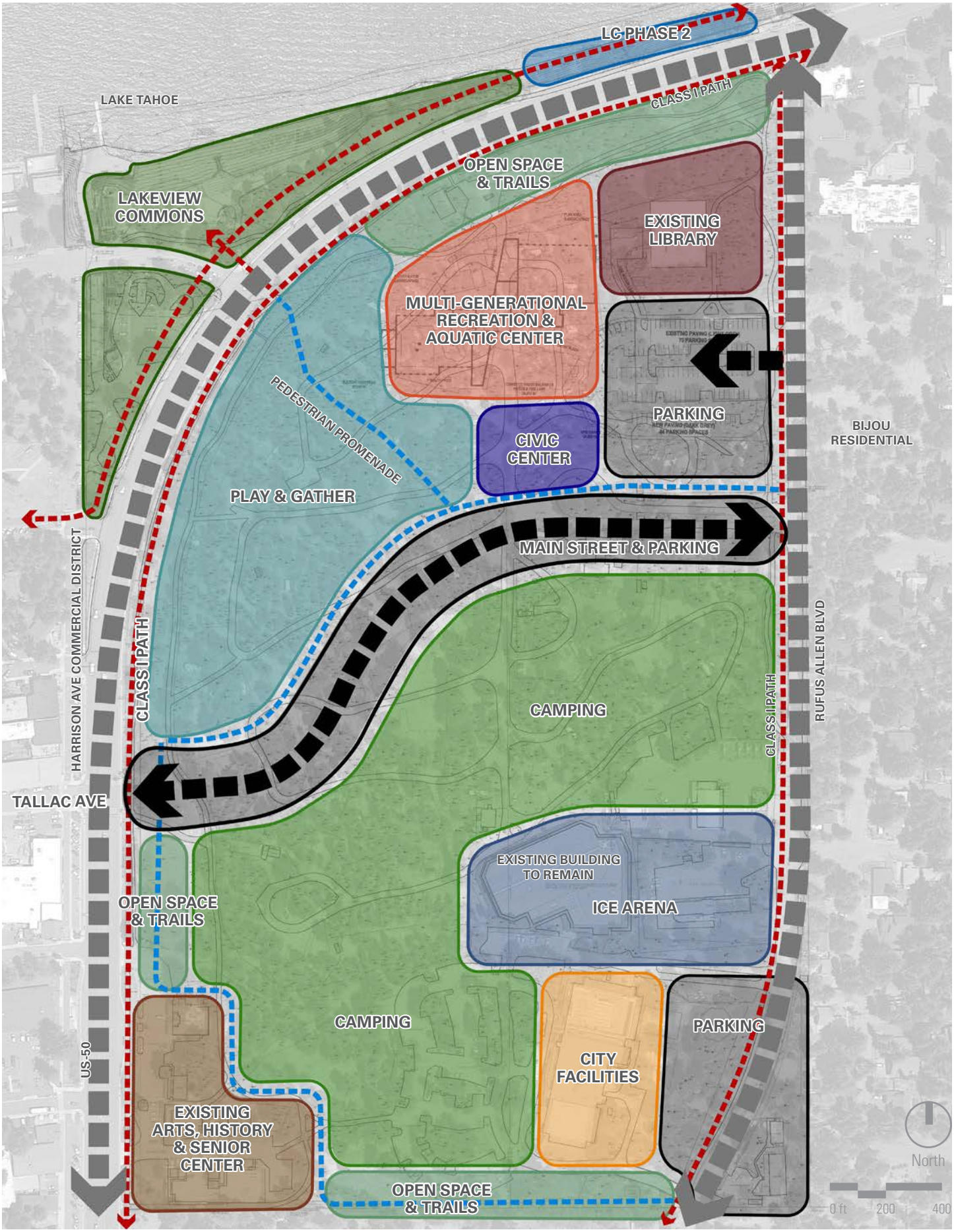


Figure 24: Preferred Concept Program Diagram

MASTER PLAN



Figure 25: Master Plan

The master plan was approved by the City of South Lake City Council and El Dorado County Board of Supervisors on April 27, 2021, further negotiations with the lease agreement between the City and County continued through 2021. The following elements are shown in the master plan:

- Enhanced at-grade pedestrian crossings at Rufus Allen Boulevard and Highway 50, Lakeview Avenue and Highway 50, and Tallac Avenue and Highway 50.
- Continuation of the pedestrian lakefront promenade at Lakeview Commons. Consisting of a cantilevered boardwalk connecting from the existing Lakeview Commons improvements to the existing stair access to the lake across from Rufus Allen Boulevard.
- Expanded Champion's Plaza. The parking area immediately adjacent to the existing Champion's Plaza will be reclaimed for more pedestrian space with an expansion of the plaza including new landscaping and pavers. On street parking will be formalized along Harrison Avenue and vehicular access to the boat ramp will be maintained as is.
- The Multi-generational Aquatics and Recreation Center (MARC) is located on the northern part of the site with filtered views of Lake Tahoe. There will be associated outdoor spaces for fitness and small group events. There will be a shared service drive with the existing library and a new Class I shared-use path connecting from the parking lot to Lakeview Commons to double as emergency vehicular access. The existing library parking lot will be expanded to accommodate the MARC and Civic Center.
- A new Civic Center is included in the center of the site, immediately south of the MARC, creating a courtyard between the buildings that can be used for community events. The Civic Center will consist of two buildings connected with one roof and a breezeway between them—a two story 18,000 s.f. building for administration offices and a separate one story 7,000 s.f. building for council chambers. 7,000 s.f. would include space for restrooms, commercial kitchen, and other support spaces. It could be leased for private functions or used for municipal gatherings.
- A flexible event space is included to the west of the Civic Center, it is approximately 70,000 s.f. and would hold community events.
- Immediately west of the flexible event space is a nature-based play area under the existing trees and incorporating new earthwork of berming and sculpting landforms.
- The Main Street bisects the site from west to east connecting Tallac Avenue at Highway 50 to Rufus Allen Boulevard. This would act as the primary spine of vehicular access through the site with a new entry to the campground and civic center. Approximately 50 parallel parking spaces would be located along the two-lane access road. The Main Street could be closed for community events.
- The existing campground would be reconfigured and located more to the south. The campground would have approximately 141 spots, with 118 being spur sites for RVs and tents, and 17 cabin sites. It is anticipated the upgraded campground would be able to accommodate year-round camping and have full hook ups at most sites. One existing restroom would remain in place, one would be relocated, and a new restroom would be built for a total of three restroom buildings.
- The existing Ice Arena would remain with the possibility for a second sheet of ice located to the east where the current County Vector Control is located along with a new expanded parking lot along Rufus Allen Boulevard. This is not shown graphically in the master plan, but could be considered in the future.
- The existing County Vector Control is proposed to be relocated off site based on coordination between the City and County.
- The existing Recreation Center and adjacent parking is proposed to be removed and the site restored to a natural state allowing a buffer with the campground. The existing playground would remain and be incorporated into the site.
- The existing City Parks Maintenance yard is proposed to be relocated within the City.
- The existing Senior Center, History Museum, and Art Center would remain with proposed upgrades to create a cultural hub on the southwest side of the site. The historic cabins would be incorporated into a community green for small events and tours.
- Class 1 shared use paths will connect throughout the site to fill gaps in the regional bicycle and pedestrian system.



Proposed rendering showing a view of the Main Street at the 56 Acres entrance across from Tallac Avenue.



Illustration showing an event along the 56 Acres Main Street



Proposed rendering showing a view of the entrance of the new Multi-generational Recreation and Aquatic Center.



Illustration showing potential camping cabins within the new campground.



Phasing, Funding, Operations & Maintenance

PHASING AND FUNDING

The following outline describes a potential phasing approach dependent upon funding. Further coordination between the City of South Lake Tahoe and El Dorado County is needed.

- **First Phase:** Multi-generational Recreation and Aquatics Center
  - Phase 1: Site and Utility Work
  - Phase 2: Vertical Construction
- **Second Phase:** Build 3/4 of Main Street ending in a cul de sac near Highway 50 and build first phase of campground renovations (Tent and RV Sites)
- **Next Phase:** Camping Cabins
- **Next Phase:** Event Space, Adventure Play, and Fitness Play
- **Subsequent Phases** would include connecting Main Street to Highway 50, Civic Center, Cultural Hub, Lakeview Commons Extension, and demolition of existing Recreation Center and Vector Control.

Funding:

Funding sources may include but are not limited to:

California Prop 68

Air quality mitigation funds

Hazard mitigation funds

TRPA VMT reduction mitigation funds

City General Funds

Note that Measure P funds are prioritized to provide recreation improvements first.

Legend

- Recreation Center
- Event Space
- Main Street
- Subsequent Phases
- Camping Cabins



Lakeview Commons will be expanded to the east, left side of this photo.

PHASING PLAN

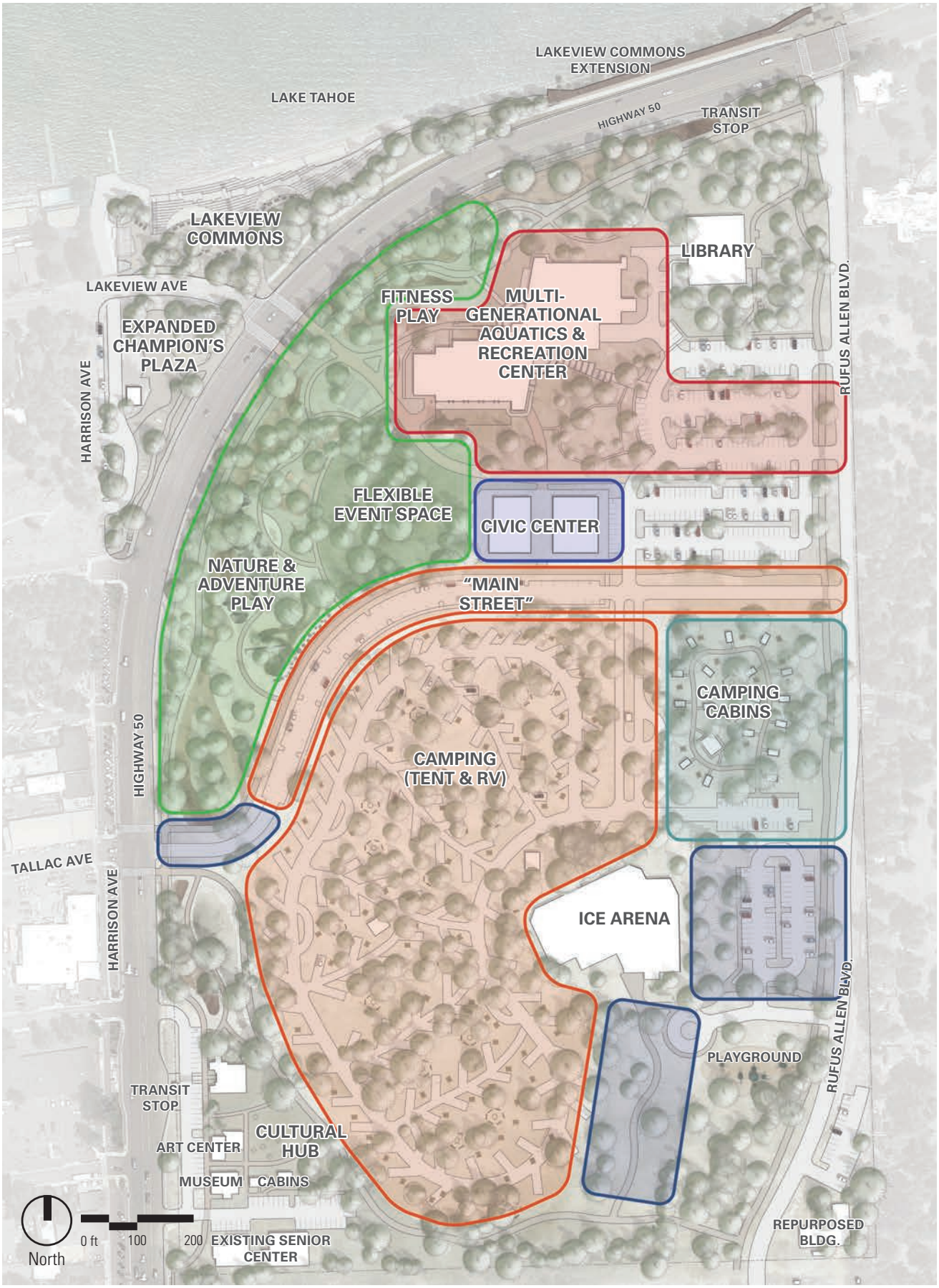


Figure 27: Phasing Plan

OPERATIONS AND MAINTENANCE

The master plan recommends that City and County staff and representatives of elected officials work closely to develop a strategy that incorporates the day to day operations and maintenance considerations. The following Policies and Needs were developed from input given by City staff as a starting point.

Policies

1. Monitor and manage tree health.
   - » Pre-Construction: Catalog and evaluate trees to remove and trees to save on site. Establish tree protection plan that is to remain in effect for the duration of ALL construction activities, Consulting Arborist should be available during construction to advise on any pruning, tree protection, soil compaction issues, or underground pruning that might need to take place, or could otherwise alter tree protection plan.
   - » Post-Construction: Monitor preserved trees for a minimum of three years following turnover of project. Schedule regular evaluations of landscape and plantings to enforce any warranty claims. Ensure watering is adequate. Ensure snow storage solutions do not damage trees, displace mulching, or over saturate planting sites during thaw.
2. Staff the Parks Department to meet the long term needs of 56 Acres improvements.
   - » Maintenance Staffing Needs: Three, full time Maintenance level 1 or 2 employees to assist with janitorial/custodial needs for evenings, weekends, and regularly scheduled days. One, full time Maintenance level 3,4,or 5 to monitor and maintain site, potentially helping to direct staff depending on level of worker staffed on site.
   - » Document all assets, amenities, and needs as they are implemented, and revaluate on an annual basis.
3. Seek partnerships with stewardship groups and non profit organizations.
4. Develop policy to permit special events.
5. Develop policy to contract with concessionaires.
6. Develop policy to fundraise for improvements and maintenance.
   - » Any funds raised for Maintenance should be allocated by Maintenance. This way, equipment needs are not sacrificed for staff, and staffing needs will not be wasted on tools, etc.

Needs

1. Allow for a small location on site for maintenance of the campground, play areas, and grounds. The area shall include a maintenance shed, or other, separate facility that has power, heat, and some hard surface surrounding it.
2. Maintain a space on site for up to three city snow plows. Recognize the City's stated intent to be fully electric, make sure these sites can accommodate, or include charging stations. These sites would be best if they allow covered or partially covered parking.
3. Additional Staff
   - » Maintenance Staffing Needs: Three, full time Maintenance level 1 or 2 employees to assist with janitorial/custodial needs for evenings, weekends, and regularly scheduled days. One, full time Maintenance level 3,4,or 5 to monitor and maintain site, potentially helping to direct staff depending on level of worker staffed on site.
4. Equipment
   - » Two Gem Carts, miscellaneous small powered equipment for landscape needs, Two to three tracked walk behind snow blowers, small snow removal tractor similar to the Holder.
5. Cost estimates for maintenance (2022 dollars).
   - Equipment: $250,000
   - Labor Fully Burdened (Annually): $300,000
6. Cost estimates for phasing to be developed prior to implementation.





Photos of the inaugural Festival of WInter Lights, December 2021, located at the Cultural Hub of 56 Acres.


ENVISION
56 ACRES
MASTER PLAN

CITY OF SOUTH LAKE TAHOE

CITY OF SOUTH LAKE TAHOE
Development Services Department, Planning Division
1052 Tata Lane, South Lake Tahoe, CA 96150
Phone (530) 542-6010 • Fax (530) 541-7524
Web address: www.cityofslt.us

June 8, 2021

Ione Band of Miwok Indians
Cultural Committee
PO Box 699
Plymouth, CA 95699

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52, Formal Notification of Determination that a Project Application is Complete, pursuant to Public Resources Code (PRC) § 310080.3.1.

The City of South Lake Tahoe Planning Division is preparing a master plan for the following project: 56-Acre Master Plan.

Below please find a description of the project, a description of the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1(d). Enclosed for your review are figures showing locational information and proposed conceptual plans.

Project Description:

The City of South Lake Tahoe is preparing the 56-Acre Master Plan with an intent to develop a comprehensive master plan to guide the transformation of 56-Acres into a signature recreation and civic space. The Master Plan is intended to achieve the following objectives:

- Create a plan for future improvements, development, and operation of a locally and nationally renowned civic and recreational space for the enjoyment of residents and visitors alike;
- Provide a wide range of facilities, such as a multigenerational recreation center and aquatic complex, city government center, outdoor event venue, beach/lakefront public facilities (Lakeview Commons), and active and passive recreation facilities;
- Improve pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network;
- Preservation of cultural and environmental resources in future development and operations;
- A Master Plan that includes a clear plan for implementation, including project phasing, necessary technical studies, regulatory challenges, permitting requirements, and potential funding sources;
- Implement robust community participation and achieve stakeholder support;
- Consistency with the architecture and engineering design of the Multigenerational Center.

The project goals are aimed at residents and visitors alike. They focus on recreational and civic needs, the creation of meaningful world-class facilities and public open space, environmental stainability, cultural preservation, water quality, traffic mitigation, and aesthetic improvements.

Location:
Please see the enclosed exhibit for the location of 56-Acres.

Point of Contact:
John Hitchcock
Planning Division
1052 Tata Lane
South Lake Tahoe, CA 96150
(530) 542-7472
jhitchcock@cityofslt.us

Pursuant to PRC § 21080.3.1(b), you have 30-days from the receipt of this letter to request consultation, in writing, with the Planning Division.

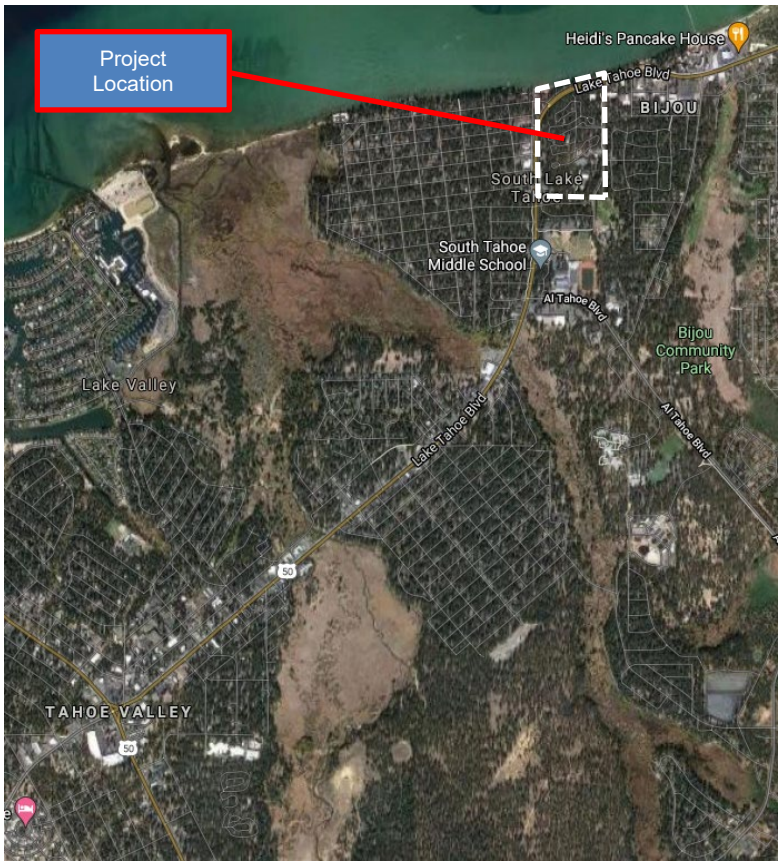
Very Respectfully,

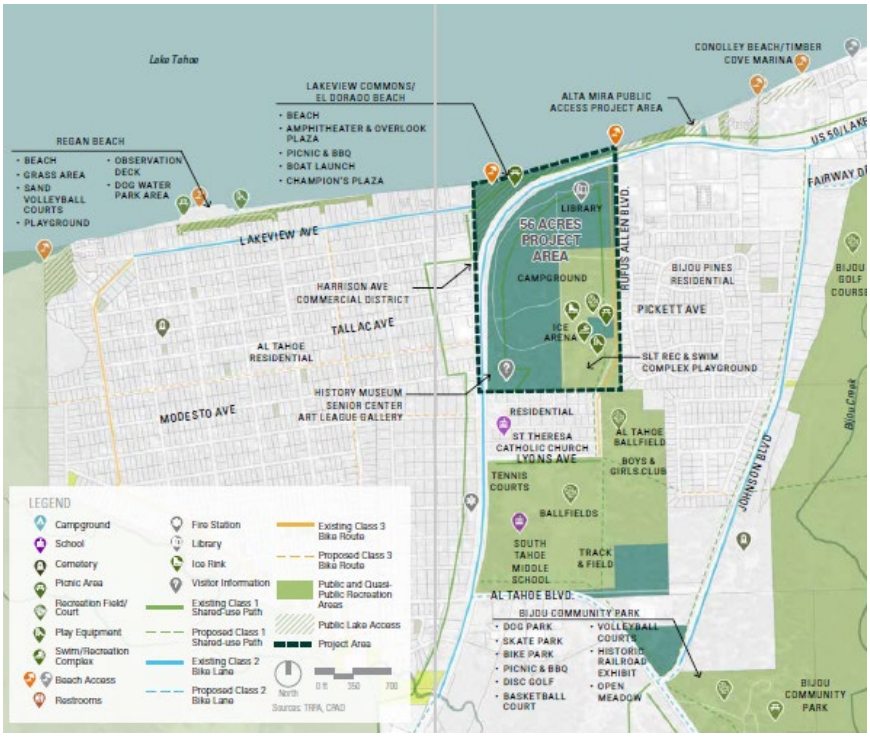
John Hitchcock
Planning Manager

CC: Jason Camp
Tribal Historic Preservation Officer

Marcus Guerrero
Cultural Resources Manager

56-Acre Master Plan Project Location Map

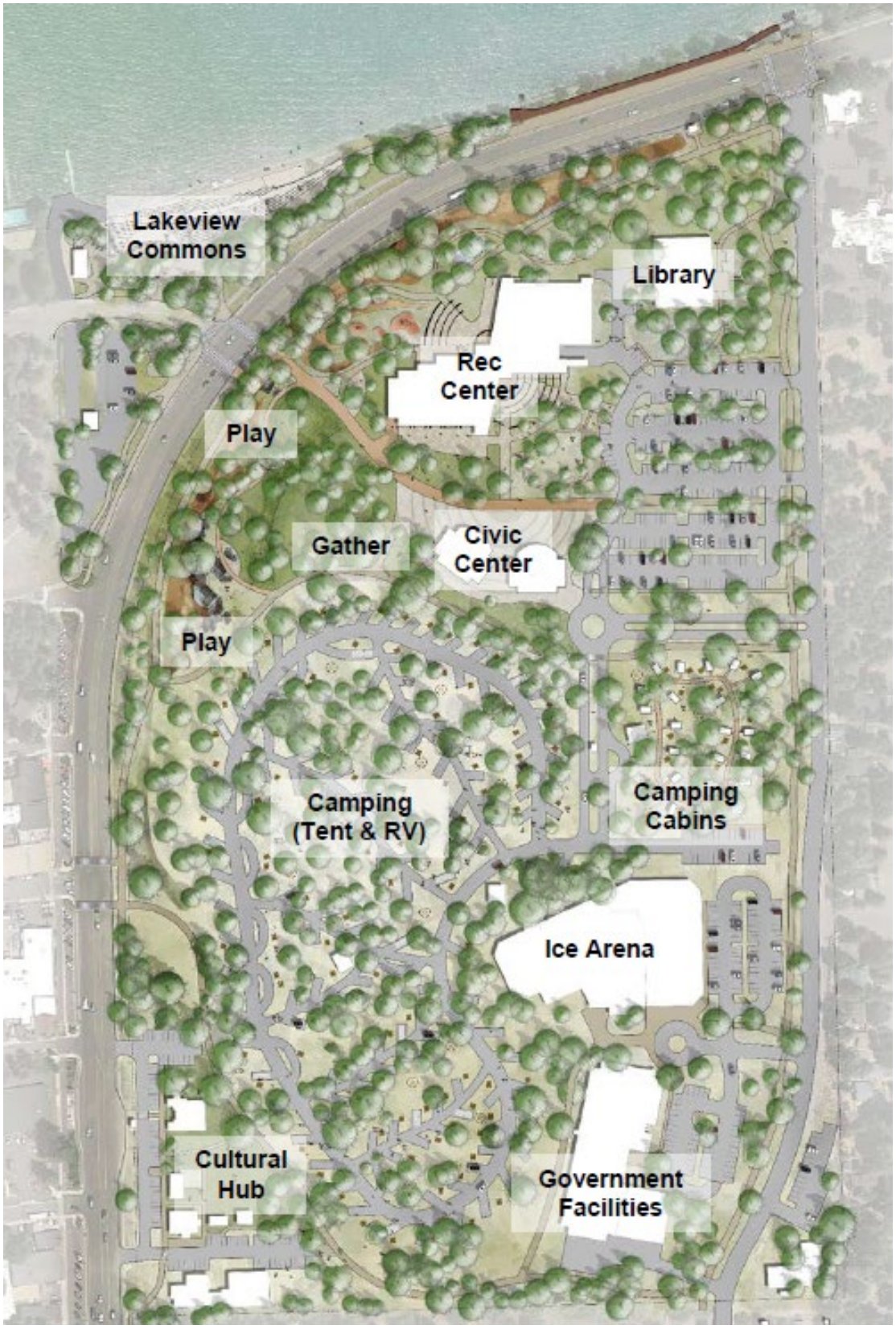




MASTER PLAN CONCEPTUAL DESIGN



MASTER PLAN CONCEPT ALTERNATIVE



CITY OF SOUTH LAKE TAHOE

CITY OF SOUTH LAKE TAHOE
Development Services Department, Planning Division
1052 Tata Lane, South Lake Tahoe, CA 96150
Phone (530) 542-6010 • Fax (530) 541-7524
Web address: www.cityofslt.us

June 8, 2021

Chairwoman Regina Cuellar
Shingle Springs Band of Miwok Indians
PO Box 1340
Shingle Springs, CA 95682

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52, Formal Notification of Determination that a Project Application is Complete, pursuant to Public Resources Code (PRC) § 310080.3.1.

The City of South Lake Tahoe Planning Division is preparing a master plan for the following project: 56-Acre Master Plan.

Below please find a description of the project, a description of the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1(d). Enclosed for your review are figures showing locational information and proposed conceptual plans.

Project Description:

The City of South Lake Tahoe is preparing the 56-Acre Master Plan with an intent to develop a comprehensive master plan to guide the transformation of 56-Acres into a signature recreation and civic space. The Master Plan is intended to achieve the following objectives:

- Create a plan for future improvements, development, and operation of a locally and nationally renowned civic and recreational space for the enjoyment of residents and visitors alike;
- Provide a wide range of facilities, such as a multigenerational recreation center and aquatic complex, city government center, outdoor event venue, beach/lakefront public facilities (Lakeview Commons), and active and passive recreation facilities;
- Improve pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network;
- Preservation of cultural and environmental resources in future development and operations;
- A Master Plan that includes a clear plan for implementation, including project phasing, necessary technical studies, regulatory challenges, permitting requirements, and potential funding sources;
- Implement robust community participation and achieve stakeholder support;
- Consistency with the architecture and engineering design of the Multigenerational Center.

The project goals are aimed at residents and visitors alike. They focus on recreational and civic needs, the creation of meaningful world-class facilities and public open space, environmental stainability, cultural preservation, water quality, traffic mitigation, and aesthetic improvements.

Location:
Please see the enclosed exhibit for the location of 56-Acres.

Point of Contact:
John Hitchcock
Planning Division
1052 Tata Lane
South Lake Tahoe, CA 96150
(530) 542-7472
jhitchcock@cityofslt.us

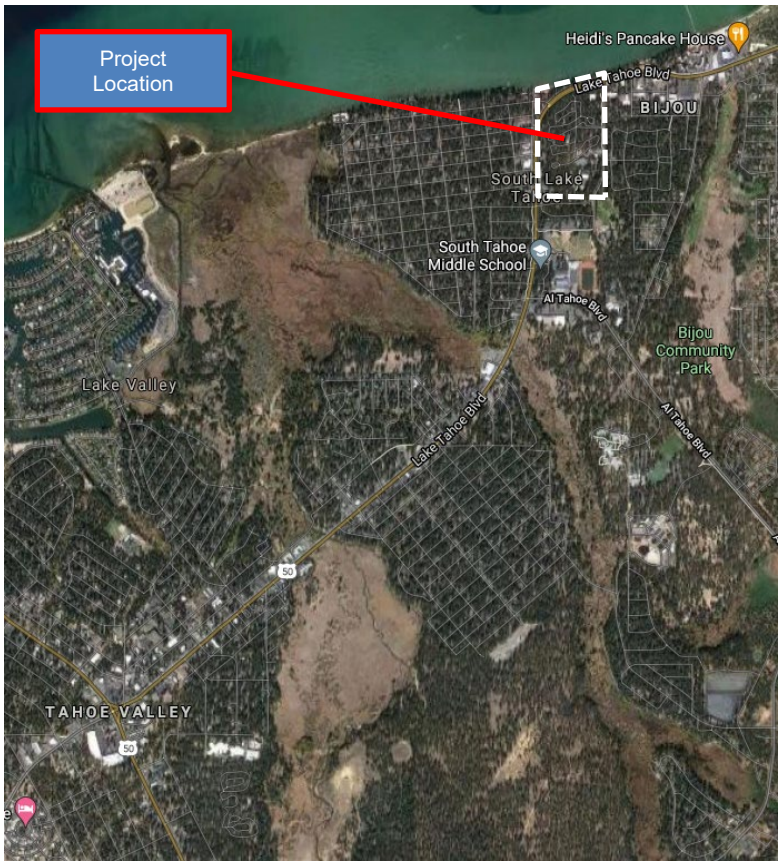
Pursuant to PRC § 21080.3.1(b), you have 30-days from the receipt of this letter to request consultation, in writing, with the Planning Division.

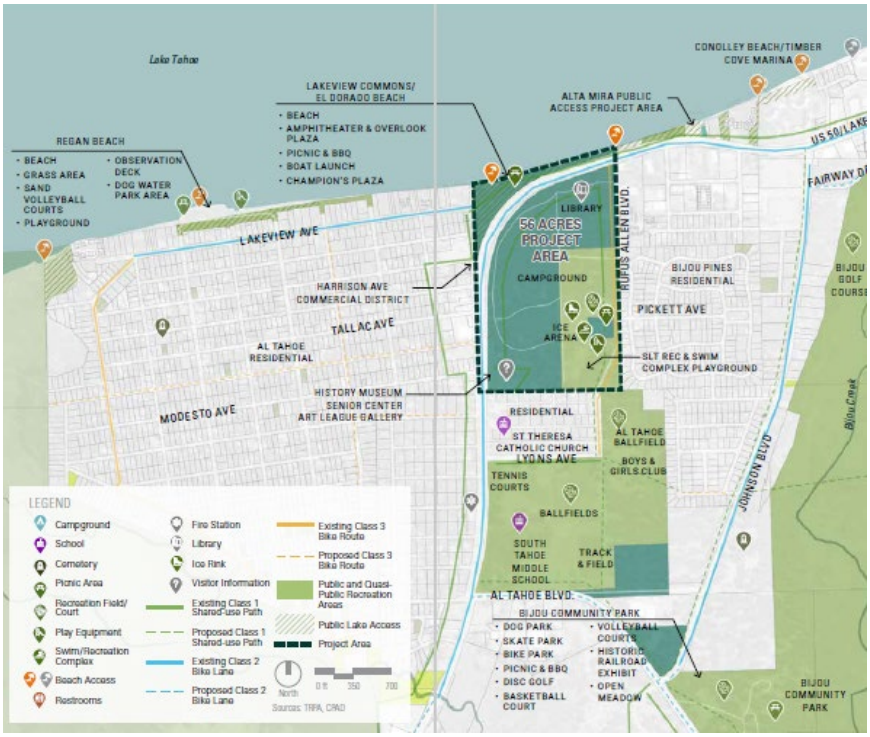
Very Respectfully,



John Hitchcock
Planning Manager

56-Acre Master Plan Project Location Map

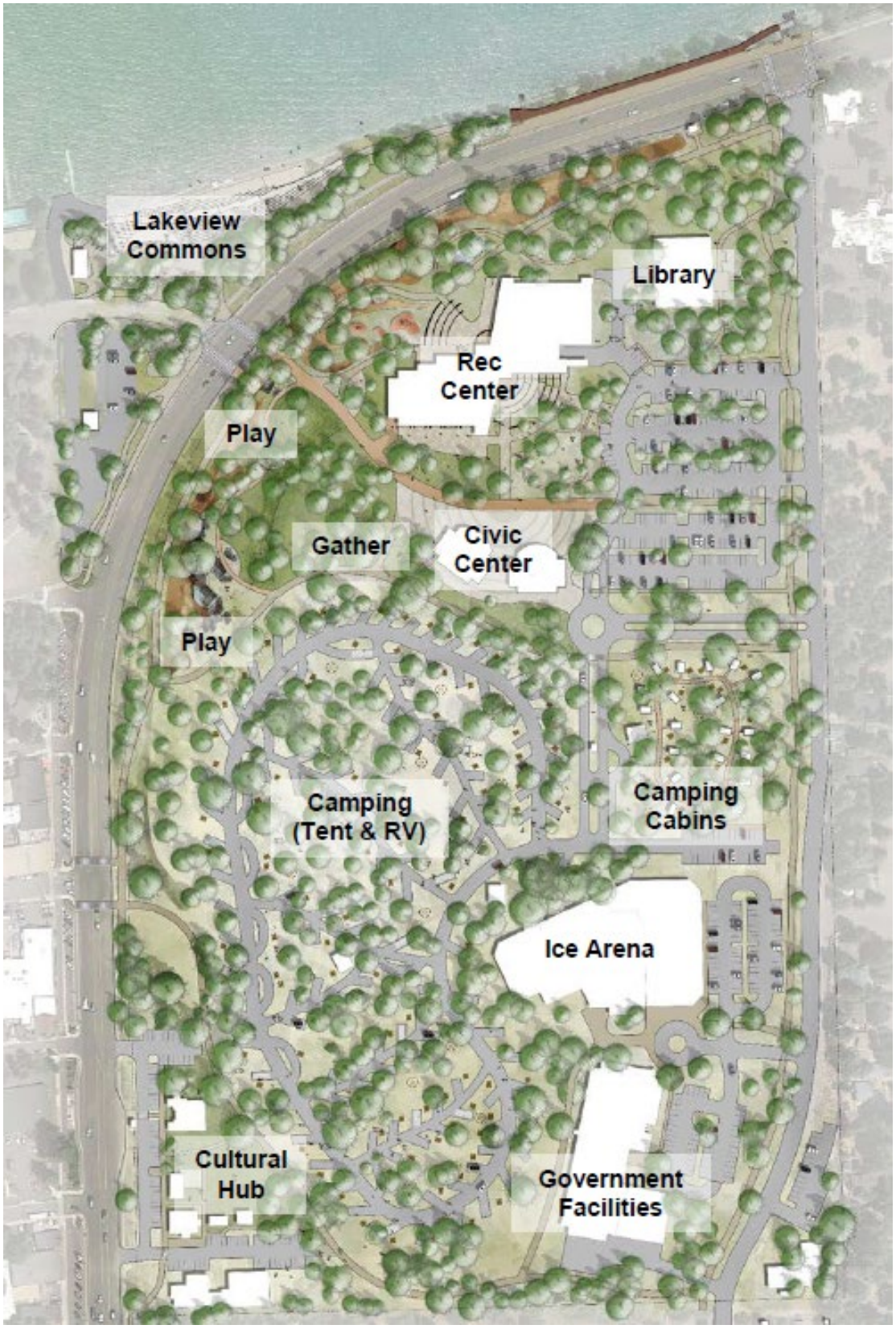




MASTER PLAN CONCEPTUAL DESIGN



MASTER PLAN CONCEPT ALTERNATIVE



CITY OF SOUTH LAKE TAHOE

CITY OF SOUTH LAKE TAHOE
Development Services Department, Planning Division
1052 Tata Lane, South Lake Tahoe, CA 96150
Phone (530) 542-6010 • Fax (530) 541-7524
Web address: www.cityofslt.us

June 8, 2021

Gene Whitehouse, Chairman
United Auburn Indian Community
10720 Indian Hill Road
Auburn, CA 95603

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52, Formal Notification of Determination that a Project Application is Complete, pursuant to Public Resources Code (PRC) § 310080.3.1.

The City of South Lake Tahoe Planning Division is preparing a master plan for the following project: 56-Acre Master Plan.

Below please find a description of the project, a description of the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1(d). Enclosed for your review are figures showing locational information and proposed conceptual plans.

Project Description:

The City of South Lake Tahoe is preparing the 56-Acre Master Plan with an intent to develop a comprehensive master plan to guide the transformation of 56-Acres into a signature recreation and civic space. The Master Plan is intended to achieve the following objectives:

- Create a plan for future improvements, development, and operation of a locally and nationally renowned civic and recreational space for the enjoyment of residents and visitors alike;
- Provide a wide range of facilities, such as a multigenerational recreation center and aquatic complex, city government center, outdoor event venue, beach/lakefront public facilities (Lakeview Commons), and active and passive recreation facilities;
- Improve pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network;
- Preservation of cultural and environmental resources in future development and operations;
- A Master Plan that includes a clear plan for implementation, including project phasing, necessary technical studies, regulatory challenges, permitting requirements, and potential funding sources;
- Implement robust community participation and achieve stakeholder support;
- Consistency with the architecture and engineering design of the Multigenerational Center.

The project goals are aimed at residents and visitors alike. They focus on recreational and civic needs, the creation of meaningful world-class facilities and public open space, environmental stainability, cultural preservation, water quality, traffic mitigation, and aesthetic improvements.

Location:
Please see the enclosed exhibit for the location of 56-Acres.

Point of Contact:
John Hitchcock
Planning Division
1052 Tata Lane
South Lake Tahoe, CA 96150
(530) 542-7472
jhitchcock@cityofslt.us

Pursuant to PRC § 21080.3.1(b), you have 30-days from the receipt of this letter to request consultation, in writing, with the Planning Division.

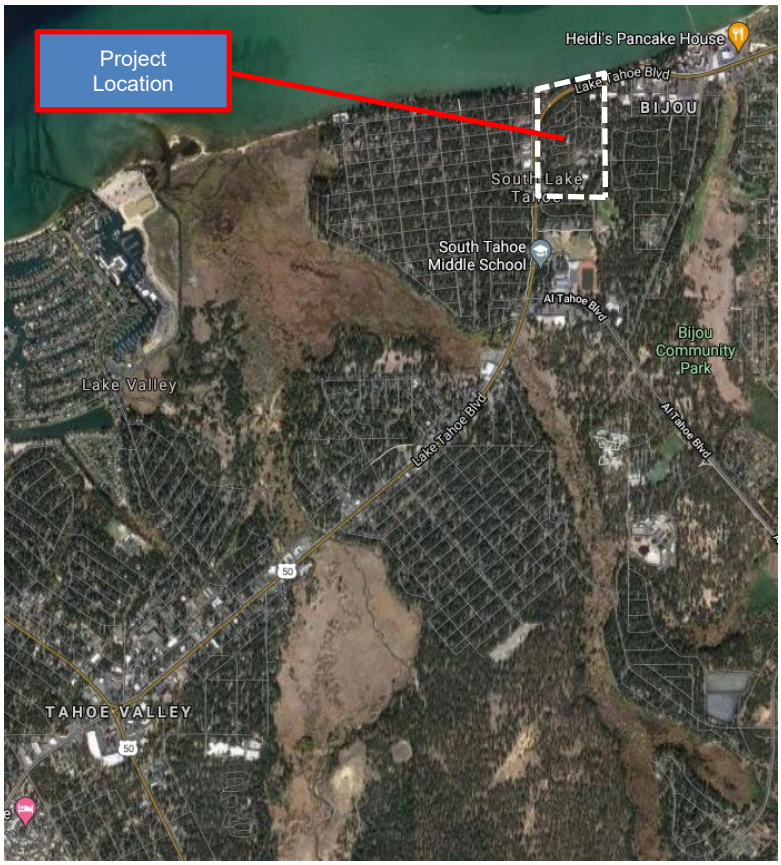
Very Respectfully,

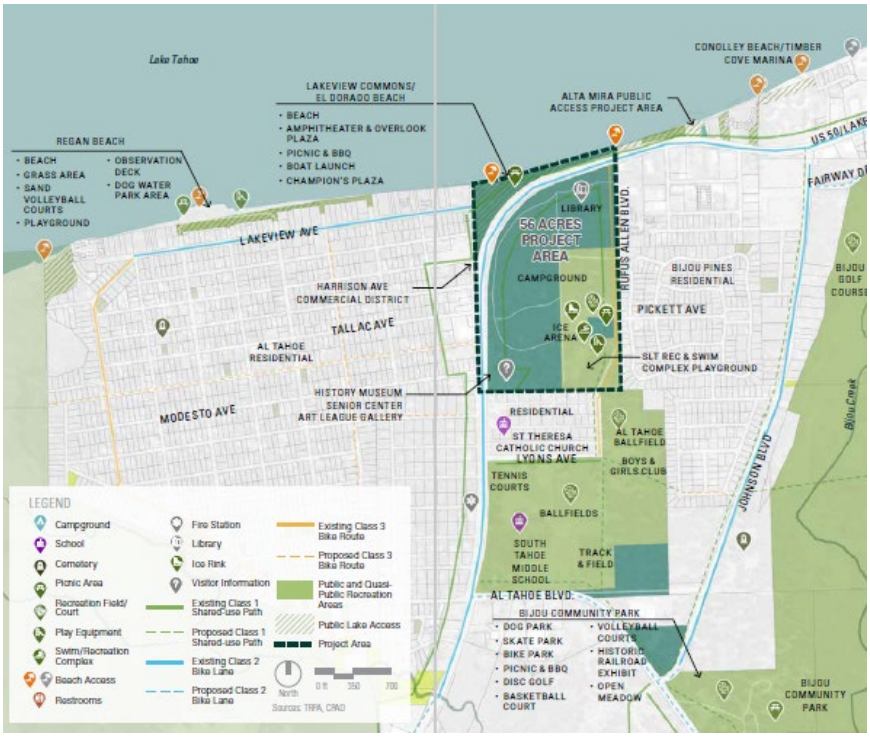
John Hitchcock
Planning Manager

CC: Mathew Moore
Tribal Historic Preservation Officer

Anna Starkey
Cultural Regulatory Specialist

56-Acre Master Plan Project Location Map

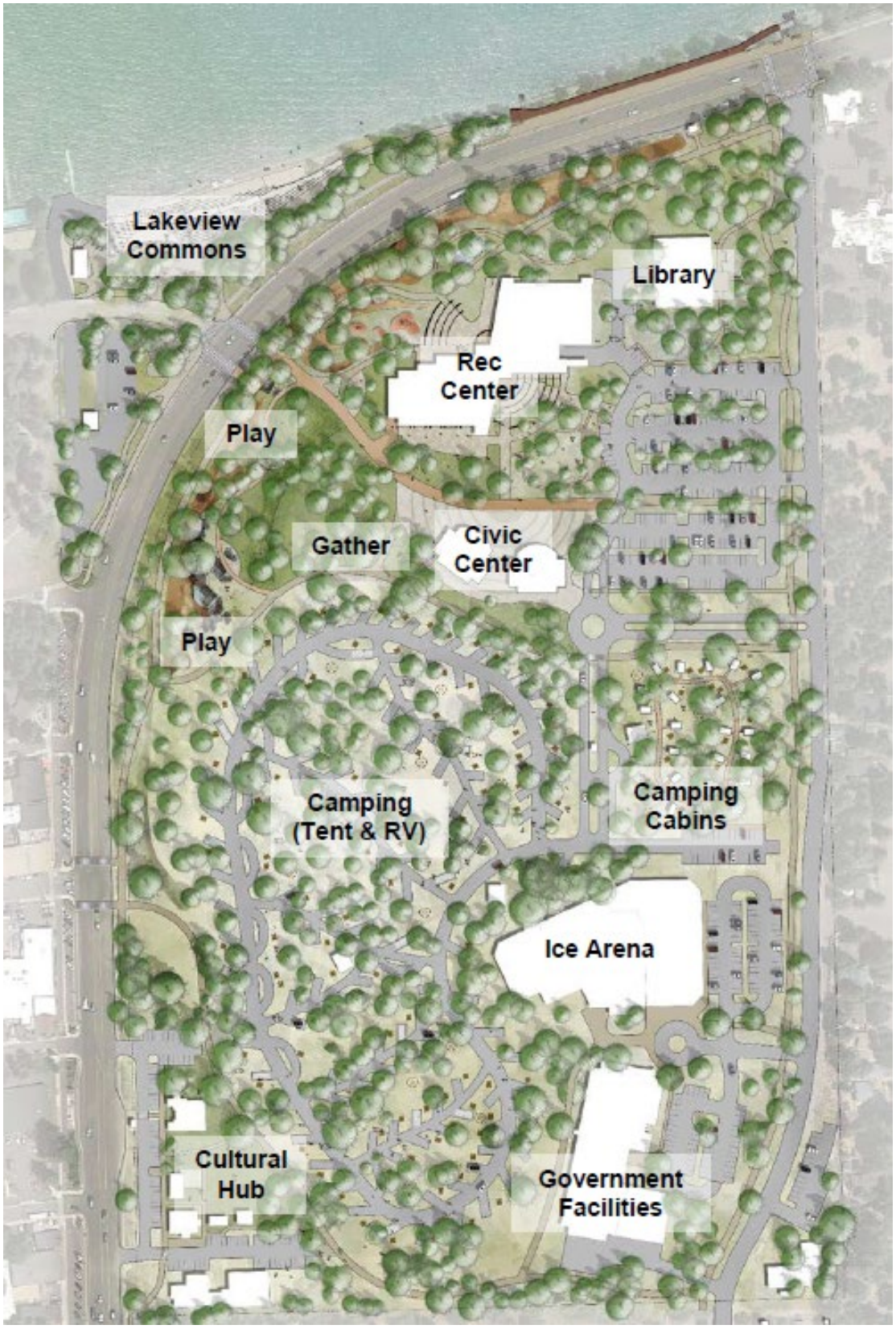




MASTER PLAN CONCEPTUAL DESIGN



MASTER PLAN CONCEPT ALTERNATIVE



CITY OF SOUTH LAKE TAHOE

CITY OF SOUTH LAKE TAHOE
Development Services Department, Planning Division
1052 Tata Lane, South Lake Tahoe, CA 96150
Phone (530) 542-6010 • Fax (530) 541-7524
Web address: www.cityofslt.us

June 8, 2021

Chairwoman Serrell Smokey
Washoe Tribe of California and Nevada
919 US Highway 395 N
Gardnerville, NV 89410

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52, Formal Notification of Determination that a Project Application is Complete, pursuant to Public Resources Code (PRC) § 310080.3.1.

The City of South Lake Tahoe Planning Division is preparing a master plan for the following project: 56-Acre Master Plan.

Below please find a description of the project, a description of the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1(d). Enclosed for your review are figures showing locational information and proposed conceptual plans.

Project Description:

The City of South Lake Tahoe is preparing the 56-Acre Master Plan with an intent to develop a comprehensive master plan to guide the transformation of 56-Acres into a signature recreation and civic space. The Master Plan is intended to achieve the following objectives:

- Create a plan for future improvements, development, and operation of a locally and nationally renowned civic and recreational space for the enjoyment of residents and visitors alike;
- Provide a wide range of facilities, such as a multigenerational recreation center and aquatic complex, city government center, outdoor event venue, beach/lakefront public facilities (Lakeview Commons), and active and passive recreation facilities;
- Improve pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network;
- Preservation of cultural and environmental resources in future development and operations;
- A Master Plan that includes a clear plan for implementation, including project phasing, necessary technical studies, regulatory challenges, permitting requirements, and potential funding sources;
- Implement robust community participation and achieve stakeholder support;
- Consistency with the architecture and engineering design of the Multigenerational Center.

The project goals are aimed at residents and visitors alike. They focus on recreational and civic needs, the creation of meaningful world-class facilities and public open space, environmental stainability, cultural preservation, water quality, traffic mitigation, and aesthetic improvements.

Location:
Please see the enclosed exhibit for the location of 56-Acres.

Point of Contact:
John Hitchcock
Planning Division
1052 Tata Lane
South Lake Tahoe, CA 96150
(530) 542-7472
jhitchcock@cityofslt.us

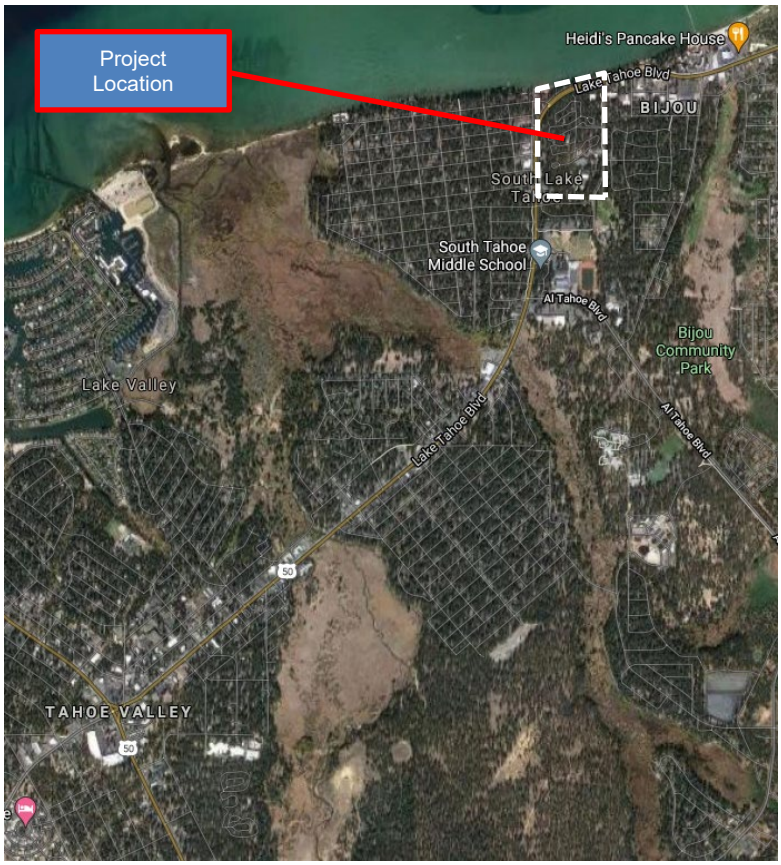
Pursuant to PRC § 21080.3.1(b), you have 30-days from the receipt of this letter to request consultation, in writing, with the Planning Division.

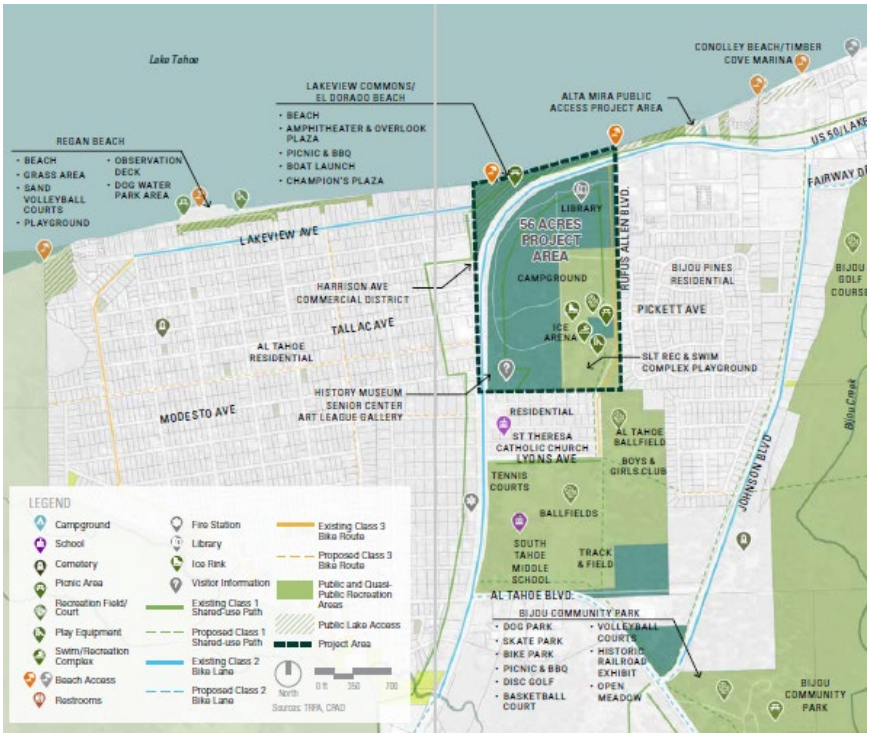
Very Respectfully,

John Hitchcock
Planning Manager

CC: Darrell Cruz
Cultural Resources Director

56-Acre Master Plan Project Location Map

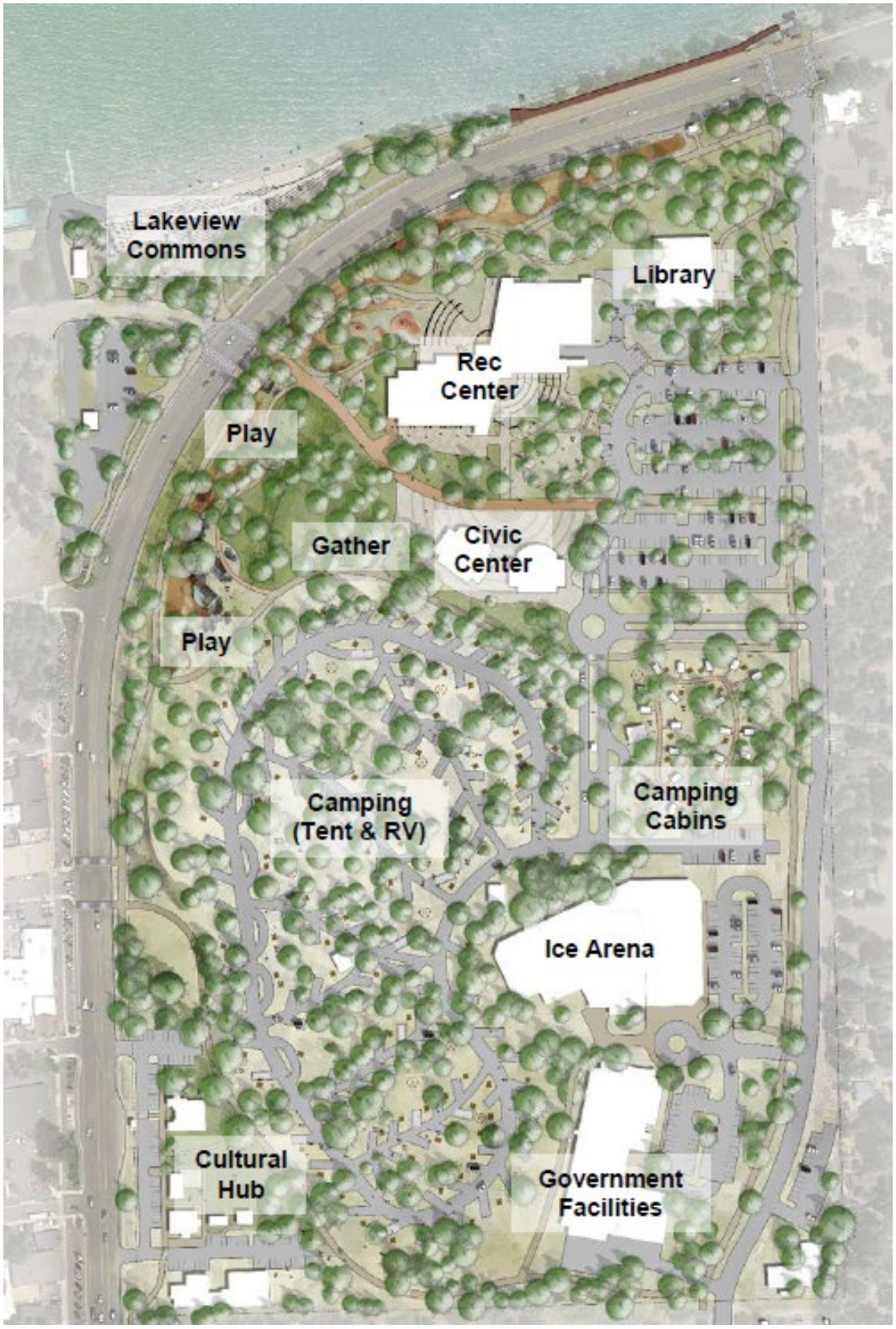




MASTER PLAN CONCEPTUAL DESIGN



MASTER PLAN CONCEPT ALTERNATIVE



From: John Hitchcock
To: Anna Cheng
Cc: Anna Starkey
Subject: RE: AB52: 56-Acre Master Plan
Date: Tuesday, July 6, 2021 3:40:00 PM

Anna,

No other tribe has responded.

Regards,

John

From: Anna Cheng <acheng@auburnrancheria.com>
Sent: Tuesday, July 6, 2021 3:36 PM
To: John Hitchcock <jhitchcock@cityofslt.us>
Cc: Anna Starkey <astarkey@auburnrancheria.com>
Subject: RE: AB52: 56-Acre Master Plan

Hello Mr. Hitchcock,

I wanted to follow up on the email below. May you please confirm if Washoe or any other tribes had responded to the notification letter?

Thank you,
Anna C.

From: Anna Cheng
Sent: Friday, June 18, 2021 11:57 AM
To: 'jhitchcock@cityofslt.us' <jhitchcock@cityofslt.us>
Cc: Anna Starkey <astarkey@auburnrancheria.com>
Subject: AB52: 56-Acre Master Plan

Dear Mr. Hitchcock,

On behalf of the United Auburn Indian Community's Tribal Historic Preservation Department, thank you for the notification and opportunity to consult for the above referenced project. UAIC generally defers to Washoe for projects in the Truckee and Tahoe Basin area if they are actively consulting. May you confirm if Washoe or any other tribes are actively consulting on this project?

Thank you,
Anna C.

Anna Cheng
Cultural Regulatory Assistant
Tribal Historic Preservation Department| UAIC
10720 Indian Hill Road
Auburn, CA 95603
Cell: (530) 492-4822
acheng@auburnrancheria.com |www.auburnrancheria.com

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

CITY OF SOUTH LAKE TAHOE
DEVELOPMENT SERVICES DEPARTMENT - PLANNING DIVISION

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Proof of Service by Mail

SUBJECT:	56-Acres Master Plan & South Lake Tahoe Recreation and Acquatics Center Project – A Multigeneratioinal Center Project
ADDRESS:	1004 Lakeview Ave & 3050, 1176 & 1170 Rufus Allen Blvd
APN:	026-050-003, -004, -005 & -006
DATE OF HEARING:	January 18, 2022
TIME OF HEARING:	5:30 p.m.
LOCATION OF HEARING:	City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150

STATE OF CALIFORNIA
COUNTY OF EL DORADO
CITY OF SOUTH LAKE TAHOE

I am an employee of the City of South Lake Tahoe, Development Services Department. On December 10, 2021, I served the attached notice pursuant to Section 6.55.640 of the South Lake Tahoe Municipal Code and Government Code Sections 65090 and 65091 (Planning and Zoning Law) on the persons named thereon or attached thereto by placing a true copy thereof with postage thereon fully prepaid in the United States mail. I declare, under penalty of perjury, that the foregoing is true and correct.

John Hitchcock

Signature

Executed on 12/10/2021, by John Hitchcock
Development Service Department
1052 Tata Lane
South Lake Tahoe, CA 96150-6251

Enclosures: Buffer Map, Notice of Intent, Mailing List

City of South Lake Tahoe

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Release of an Initial Study and Proposed Mitigated Negative Declaration for the 56 Acres Master Plan and South Lake Tahoe Recreation and Aquatics Center Project – A Multigenerational Center Project

Pursuant to the California Environmental Quality Act (CEQA), the City of South Lake Tahoe (City) has released for public review Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the 56 Acres Master Plan (Master Plan) and South Lake Tahoe Recreation and Aquatics Center referred to herein as the Multigenerational Center Project (collectively, proposed project). The 56 Acres Master Plan will create a signature public park located in the City of South Lake Tahoe. The project goals focus on recreational and civic needs, creation of meaningful world-class facilities and public open space, environmental sustainability, cultural preservation, water quality, traffic mitigation, aesthetic improvements, and habitat preservation. The Master Plan would relocate the existing campground within the plan area; improve circulation and connectivity, including shared-use path and beach access near Lakeview Commons and construction of a new "Main Street;" construct new play and gather spaces, including an outdoor event space; and construct a new Civic Center to house City Council chambers. The first project to be implemented under the Master Plan would be the Multigenerational Center project that would replace the existing South Lake Tahoe Recreation and Swim Complex.

Plan Location: The plan area is centrally located in the City of South Lake Tahoe between Lake Tahoe to the north; U.S. Highway 50 (Lake Tahoe Boulevard) to the west; Al Tahoe Ballfields, South Tahoe Middle School, Boys and Girls Club, and another residential neighborhood to the south; and Rufus Allen Boulevard and a residential neighborhood to the east. The proposed site for the Multigenerational Center is within the plan area, west of the library and the area that currently contains the northern portion of the Campground by the Lake.

Environmental Effects: The City has prepared an IS/MND pursuant to State CEQA Guidelines Sections 15063 and 15071. The City has studied the effects the proposed project may have on the environment. Based on the IS, the proposed project would not result in significant environmental impacts with implementation of mitigation measures. Therefore, an IS/MND is proposed for compliance with the requirements of CEQA.

Public Review and Comments: The City is releasing the IS/MND for public review and comments. The document is available for a 32-day public review period from December 10, 2021 to January 10, 2022.

Where to Review the Environmental Document and Provide Comments: Comments regarding the IS/MND may be submitted in writing via U.S. mail or email any time during the public review period. Written comments regarding the scope and content of information in the IS/MND or any questions regarding the document should be submitted no later than January 10, 2022. Comments may be sent to:

John Hitchcock
Development Services Department
1052 Tata Lane
South Lake Tahoe, CA 96150
Email: jhitchcock@cityofslt.us
Phone: (530) 542-7472

Printed copies of the IS/MND, and the documents referenced in the IS/MND, can be requested from John Hitchcock (contact information above) and would be available at the City of South Lake Tahoe Offices at 1052 Tata Lane in South Lake Tahoe for pick up.

Digital copies of the IS/MND are available online at: https://www.cityofslt.us/.

Public Meeting: A public City Council meeting to consider the proposed project and IS/MND will begin at 5:30 p.m. on January 18, 2022. The meeting is scheduled to occur at the South Lake Tahoe Airport at 1901 Lisa Maloff Way, Suite 100, South Lake Tahoe, CA 96150.

In accordance with the Governor's Executive Order N-29-20, remote public participation is allowed in the following ways: (1) City Council meetings are live-streamed on Channel 21, on the City's website at www.cityofslt.us, and via ZOOM. (2) Public comment may be submitted by TELEPHONE during the meeting, prior to the close of public comment on an item, by calling the City Clerk at (530) 318-1461, ONLY AT THE TIME INDICATED BY THE CHAIR. Please do not leave a message, you will not receive a return call. If the line is busy, please try your call again. (3) Public comment may be submitted by EMAIL with the subject line PUBLIC COMMENT ITEM # (insert item number) to PublicComment@cityofslt.us during the meeting, prior to the close of public comment on an item, and read into the record during public comment. Emailed public comment received 72 hours prior to the meeting will be distributed to the City Council.

Every reasonable effort will be made to accommodate any person needing special assistance to participate in this meeting. Contact the City Clerk at (530) 542-6005 in advance of the meeting for assistance [28 CFR 35.102.35.104 ADA Title II and Brown Act Government Code Sections 54953.2, 54954.1, 54954.2, and 54957.5].

City of South Lake Tahoe
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
Release of an Initial Study and Proposed Mitigated Negative Declaration

for the 56 Acres Master Plan and South Lake Tahoe Recreation and Aquatics Center Project – A Multigenerational Center Project

Pursuant to the California Environmental Quality Act (CEQA), the City of South Lake Tahoe (City) has released for public review Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the 56 Acres Master Plan (Master Plan) and South Lake Tahoe Recreation and Aquatics Center referred to herein as the Multigenerational Center Project (collectively, proposed project). The 56 Acres Master Plan will create a signature public park located in the City of South Lake Tahoe. The project goals focus on recreational and civic needs, creation of meaningful world-class facilities and public open space, environmental sustainability, cultural preservation, water quality, traffic mitigation, aesthetic improvements, and habitat preservation. The Master Plan would relocate the existing campground within the plan area; improve circulation and connectivity, including shared-use path and beach access near Lakeview Commons and construction of a new "Main Street;" construct new play and gather spaces, including an outdoor event space; and construct a new Civic Center to house City Council chambers. The first project to be implemented under the Master Plan would be the Multigenerational Center project that would replace the existing South Lake Tahoe Recreation and Swim Complex.

Plan Location: The plan area is centrally located in the City of South Lake Tahoe between Lake Tahoe to the north; U.S. Highway 50 (Lake Tahoe Boulevard) to the west; Al Tahoe Ballfields, South Tahoe Middle School, Boys and Girls Club, and another residential neighborhood to the south; and Rufus Allen Boulevard and a residential neighborhood to the east. The proposed site for the Multigenerational Center is within the plan area, west of the library and the area that currently contains the northern portion of the Campground by the Lake.

Environmental Effects: The City has prepared an IS/MND pursuant to State CEQA Guidelines Sections 15063 and 15071. The City has studied the effects the proposed project may have on the environment. Based on the IS, the proposed project would not result in significant environmental impacts with implementation of mitigation measures. Therefore, an IS/MND is proposed for compliance with the requirements of CEQA.

Public Review and Comments: The City is releasing the IS/MND for public review and comments. The document is available for a 32-day public review period from December 10, 2021 to January 10, 2022.

Where to Review the Environmental Document and Provide Comments: Comments regarding the IS/MND may be submitted in writing via U.S. mail or email any time during the public review period. Written comments regarding the scope and content of information in the IS/MND or any questions regarding the document should be submitted no later than January 10, 2022. Comments may be sent to:

John Hitchcock

Development Services Department

1052 Tata Lane

South Lake Tahoe, CA 96150
Email: jhitchcock@cityofslt.us
Phone: (530) 542-7472

Printed copies of the IS/MND, and the documents referenced in the IS/MND, can be requested from John Hitchcock (contact information above) and would be available at the City of South Lake Tahoe Offices at 1052 Tata Lane in South Lake Tahoe for pick up. Digital copies of the IS/MND are available online at: https://www.cityofslt.us/.

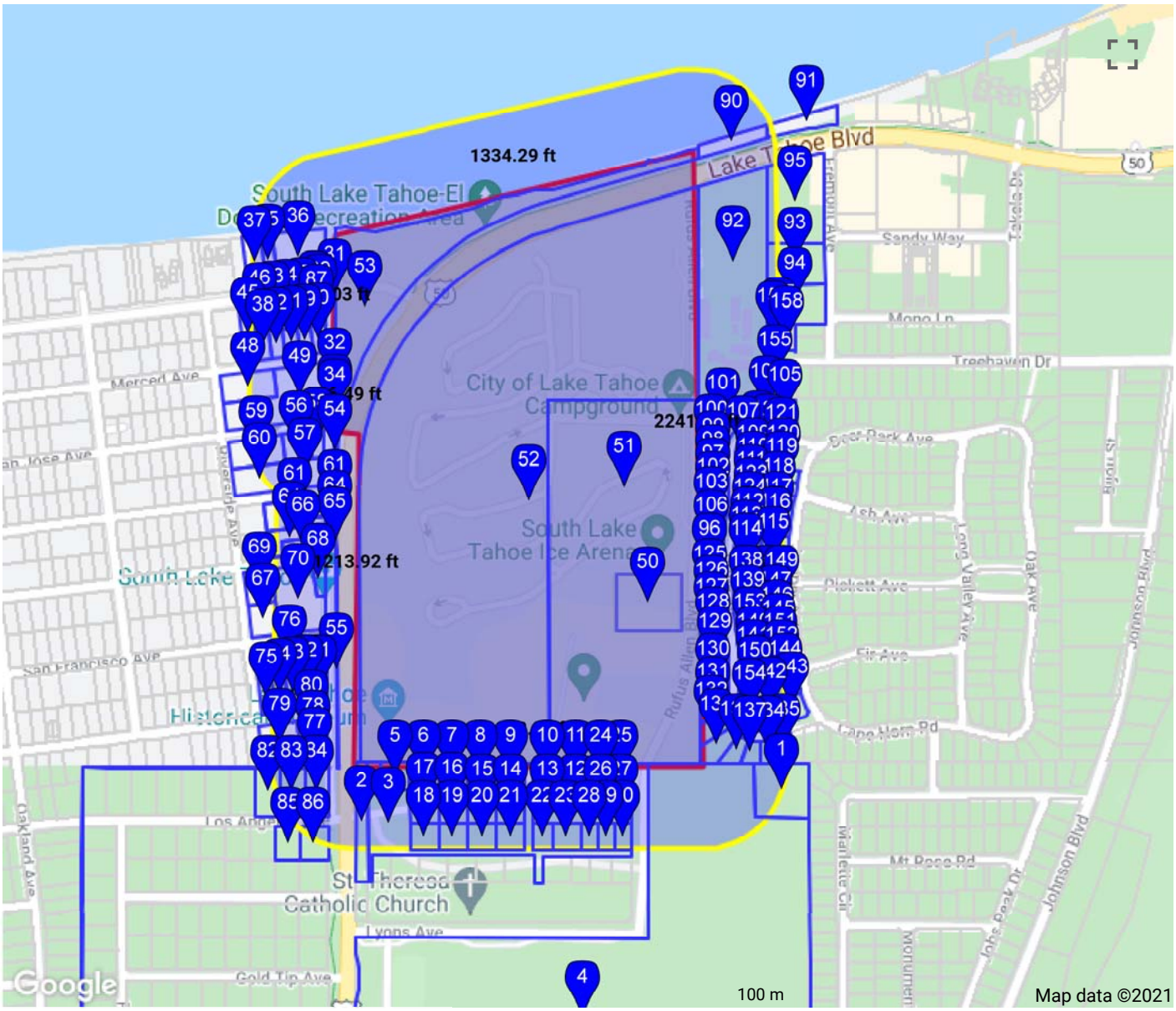
Public Meeting: A public City Council meeting to consider the proposed project and IS/MND will begin at 5:30 p.m. on January 18, 2022. The meeting is scheduled to occur at the South Lake Tahoe Airport at 1901 Lisa Maloff Way, Suite 100, South Lake Tahoe, CA 96150.

In accordance with the Governor's Executive Order N-29-20, remote public participation is allowed in the following ways: (1) City Council meetings are live-streamed on Channel 21, on the City's website at www.cityofslt.us, and via ZOOM. (2) Public comment may be submitted by TELEPHONE during the meeting, prior to the close of public comment on an item, by calling the City Clerk at (530) 318-1461, ONLY AT THE TIME INDICATED BY THE CHAIR. Please do not leave a message, you will not receive a return call. If the line is busy, please try your call again. (3) Public comment may be submitted by EMAIL with the subject line PUBLIC COMMENT ITEM # (insert item number) to PublicComment@cityofslt.us during the meeting, prior to the close of public comment on an item, and read into the record during public comment. Emailed public comment received 72 hours prior to the meeting will be distributed to the City Council.

Every reasonable effort will be made to accommodate any person needing special assistance to participate in this meeting. Contact the City Clerk at (530) 542-6005 in advance of the meeting for assistance (28 CFR 35.102.35.104 ADA Title II and Brown Act Government Code Sections 54953.2, 54954.1, 54954.2, and 54957.5).

Published: December 17, 2021

PARCELQUEST



© 2015 ParcelQuest www.parcelquest.com (888) 217-8999

ADDRESS LIST AND ADDRESS LABELS ON FILE AT DEVELOPMENT SERVICES DEPARTMENT

Resolution 2022-XX

Adopted by the City of South Lake Tahoe
City Council

January 18, 2022

Adopting 56-Acres Master Plan and Initial Study/Mitigated Negative Declaration

BACKGROUND

A. In April 2021, The City of South Lake Tahoe, in partnership with El Dorado County and the California Tahoe Conservancy, initiated the 56-Acres Master Plan. At the same time, the City contracted with a design firm to begin the design process for the Recreation and Aquatics Center Project. A cornerstone project of the 56-Acres Master Plan

B. The Master Plan provides a comprehensive strategy for the 56-Acres and will serve to guide the City in capital improvement planning, programmatic planning, maintenance and operational planning, and budgetary decision making.

C. The City conducted an extensive outreach effort to engage a diverse range of park users, residents, visitors, community organizations, and local officials. In total, ten online-focused stakeholder meetings were conducted, over 150 community members participated in three public workshops, and over 50 community members participated in the on-site self-guided tours, and over 200 individuals participated in the online survey.

D. In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15070, the City of South Lake Tahoe has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the 56-Acres Master Plan and the Recreation and Aquatics Center Project.

E. The Initial Study/Mitigated Negative Declaration was submitted to the Office of Planning and Research and was circulated for public review between December 10, 2021 and January 10, 2022. All affected properties within 300 feet of the project site were mailed a Notice of Intent to adopt a mitigated negative declaration and notified of the date and time of the City Council Meeting.

F. The City of South Lake City Council has reviewed and considered the IS/MND at a duly noticed public hearing conducted on January 18, 2022, and considered all the evidence in the record.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City of South Lake Tahoe City Council:

1. Adopts the 56-Acres Master Plan and South Lake Tahoe Recreation and Aquatics Center Project Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to CEQA, and determines that the IS/MND adequately addresses the potential environmental impacts of the proposed project and that no further environmental analysis is required to comply with CEQA.
2. Adopts the 56-Acres Master Plan.

Adopted by the City of South Lake Tahoe City Council on January 18, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

JANUARY 2022







INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

56 Acres Master Plan and South Lake Tahoe Recreation and Aquatics Center Project – A Multigenerational Center

PREPARED FOR:

CITY OF SOUTH LAKE TAHOE

City of South Lake Tahoe
Development Services Department
1052 Tata Lane
South Lake Tahoe, CA 96150
530.542.7472

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

56 Acres Master Plan and South Lake Tahoe Recreation and Aquatics Center Project – A Multigenerational Center

Prepared for:

City of South Lake Tahoe
Development Services Department
1052 Tata Lane
South Lake Tahoe, CA 96150
530.542.7472

Contact: John Hitchcock

Prepared By:

Ascent Environmental, Inc.
128 Market St, Suite 3E
Stateline, NV 89449-5022
702.596.5957

Contact: Adam Lewandowski

JANUARY 2022

TABLE OF CONTENTS

Section		Page
LIST OF ABBREVIATIONS		IV
1	INTRODUCTION	1-1
1.1	Introduction and Regulatory Guidance	1-1
1.2	Public Involvement	1-1
1.3	Why This Document?	1-2
1.4	Summary of Findings	1-3
1.5	Environmental Permits	1-4
1.6	Document Organization	1-4
2	PROJECT DESCRIPTION	2-1
2.1	Project Overview	2-1
2.2	Project Location	2-1
2.3	Existing Uses and Facilities	2-3
2.4	Project Objectives	2-4
2.5	56 Acres Master Plan	2-4
2.6	Approvals and Future Use of this Document	2-4
3	ENVIRONMENTAL CHECKLIST	3-1
3.1	Aesthetics	3-5
3.2	Agriculture and Forest Resources	3-26
3.3	Air Quality	3-29
3.4	Biological Resources	3-42
3.5	Cultural Resources	3-51
3.6	Energy	3-57
3.7	Geology and Soils	3-65
3.8	Greenhouse Gas Emissions	3-74
3.9	Hazards and Hazardous Materials	3-82
3.10	Hydrology and Water Quality	3-94
3.11	Land Use and Planning	3-100
3.12	Mineral Resources	3-103
3.13	Noise	3-105
3.14	Population and Housing	3-115
3.15	Public Services	3-117
3.16	Recreation	3-121
3.17	Transportation	3-125
3.18	Tribal Cultural Resources	3-136
3.19	Utilities and Service Systems	3-141
3.20	Wildfire	3-151
3.21	Cumulative Impacts and Mandatory Findings of Significance	3-154
4	REFERENCES	4-1
5	REPORT PREPARERS	5-1

Appendices

Appendix A Air Quality and Greenhouse Gases Emissions Modeling Data
Appendix B Noise Modeling Data
Appendix C 56 Acres Master Plan Transportation Analysis

Figures

Figure 2-1 Project Location 2-2
Figure 2-2 56 Acres Master Plan 2-7
Figure 2-3 Multigenerational Center Site Layout 2-9
Figure 2-4 Multigenerational Center Preliminary Architectural Renderings 2-11
Figure 3.1-1 Scenic Resources 3-7
Figure 3.1-2 View of the Plan Area from Shoreline Scenic Resource 32-1 in Al Tahoe Shoreline Travel Unit (Unit 32) 3-8
Figure 3.1-3 Multigenerational Center Viewpoints 3-13
Figure 3.1-4 Existing View and Simulation of the Multigenerational Center at Viewpoint A 3-14
Figure 3.1-5 Existing View and Simulation of the Multigenerational Center at Viewpoint B 3-15
Figure 3.1-6 Existing View and Simulation of the Multigenerational Center at Viewpoint C 3-17
Figure 3.1-7 Existing View and Simulation of the Multigenerational Center at Viewpoint D 3-19
Figure 3.1-8 Existing View and Simulation of the Multigenerational Center at Viewpoint E 3-21
Figure 3.4-1 Land Cover Types in the 56 Acres Master Plan Area 3-45
Figure 3.7-1 Proposed Land Coverage 3-68
Figure 3.10-1 Subwatersheds and Rivers 3-96

Tables

Table 2-1 Existing and Proposed Parking Supply 2-3
Table 2-2 Permits and Approvals 2-5
Table 3.3-1 Ambient Air Quality Standards 3-30
Table 3.3-2 Sources and Health Effects of Criteria Air Pollutants 3-31
Table 3.3-3 Summary of Maximum Daily Emissions of Ozone Precursors and PM_{10} Associated with 56 Acres Master Plan Project Construction Activities from 2025 to 2028 (lb/day) 3-35
Table 3.3-4 Summary of Maximum Daily Emissions of Ozone Precursors and PM_{10} Associated with Multigenerational Center Project Construction Activities from 2022 to 2023 (lb/day) 3-36
Table 3.3-5 Summary of Maximum Daily Emissions of Ozone Precursors and PM_{10} Associated with 56 Acres Master Plan Project Operational Activities (lb/day) 3-37
Table 3.6-1 Construction-Related Energy Consumption for the Master Plan 3-60
Table 3.6-2 Annual Operational Energy Consumption of Master Plan at Buildout (2040) 3-61
Table 3.6-3 Construction-Related Energy Consumption of the of Multigenerational Center 3-62
Table 3.6-4 Annual Operational Energy Consumption of Multigenerational Center for Buildout (2024) 3-62
Table 3.7-1 Soils in the Plan Area 3-66
Table 3.7-2 Existing and Proposed Coverage in the Plan Area 3-66

Table 3.8-1 Summary of Greenhouse Emissions Associated with Master Plan Project Construction Activities ($MTCO_2e$/year) 3-78
Table 3.8-2 Summary of Annual Greenhouse Gas Emissions Associated with Master Plan Project Operation ($MTCO_2e$/year) 3-79
Table 3.8-3 Summary of Greenhouse Emissions Associated with Multigenerational Center Project Construction Activities ($MTCO_2e$/year) 3-80
Table 3.8-4 Summary of Annual Greenhouse Gas Emissions Associated with Multigenerational Center Operation ($MTCO_2e$/year) 3-80
Table 3.13-1 Exterior and Interior Noise Levels at Nearby Receptors During Master Plan Construction 3-108
Table 3.13-2 Exterior and Interior Noise Levels at Nearby Receptors During Multigenerational Center Construction 3-111
Table 3.16-1 Campgrounds Near the South Shore of Lake Tahoe 3-122
Table 3.17-1 Master Plan VMT 3-131
Table 3.17-2 Multigenerational Center VMT 3-132
Table 3.19-1 Multiple Dry Years Water Demand and Supply in the STPUD Service Area 3-143
Table 3.19-2 Summary of Existing and Proposed Master Plan Facilities that Require Utilities Services 3-145
Table 3.21-1 Cumulative Projects List 3-155

LIST OF ABBREVIATIONS

ADA	Americans with Disabilities Act
afy	acre-feet per year
ALUCP	Airport Land Use Compatibility Plan
ASCE	American Society of Civil Engineers
Basin Plan	Water Quality Control Plan for the Lahontan Region
BMP	best management practice
BP	before present
C&D	Construction and demolition
CAL FIRE	California Department of Forestry and Fire Protection
CAL OES	Governor's Office Emergency Services
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
City	City of South Lake Tahoe
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
Community Plan	Bijou/Al Tahoe Community Plan
Conservancy	California Tahoe Conservancy
County	El Dorado County
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibels
dBA	A-Weighted Decibels
dbh	diameter at breast height

DTSC	California Department of Toxic Substances Control
DVTE	daily vehicle trip ends
EDCEMD	El Dorado County Environmental Management Department
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
federal OSHA	federal Occupational Safety and Health Administration
FGC	California Fish and Game Code
FHSZ	Fire Hazard Severity Zone
GIS	Geographic Information System
IS/MND	Initial Study/Mitigated Negative Declaration
JPA	Joint Powers Authority
KBSRA	Kings Beach State Recreation Area
Lahontan RWQCB	Lahontan Regional Water Quality Control Board
LCD	Land Capability District
L_{eq}	Equivalent Continuous Sound Level
LOS	level of service
LRA	Local Responsibility Area
LTUSD	Lake Tahoe Unified School District
Master Plan	56 Acres Master Plan
mgd	million gallons per day
mph	miles per hour
MRF	Materials Recovery Facility
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research

PIA	Tahoe Regional Planning Agency Project Impact Assessment Guidelines
plan area	56 Acres Master Plan area
PPV	peak particle velocity
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act of 1976
RMS	root-mean-square
SLF	Sacred Lands File
SLTFR	South Lake Tahoe Fire Rescue
SLTPD	South Lake Tahoe Police Department
SPL	sound pressure level
sq. ft.	square-foot
STPUD	South Tahoe Public Utility District
STR	South Tahoe Refuse and Recycling Services
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
Technical Advisory	*Technical Advisory on Evaluating Transportation Impacts in CEQA*
Transportation Analysis	*56 Acres Master Plan Transportation Analysis*
TRPA	Tahoe Regional Planning Agency
TTD	Tahoe Transportation District
US 50	U.S. Highway 50
USC	U.S. Code
USDOT	U.S. Department of Transportation
UWMP	Urban Water Management Plan
VdB	velocity decibel
VMT	vehicle miles travelled

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City of South Lake Tahoe to evaluate potential environmental effects of the proposed 56 Acre Master Plan (Master Plan) and South Lake Tahoe Recreation and Aquatics Center referred to herein as the Multigenerational Center Project. Chapter 2, "Project Description," presents the detailed project information.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The initial study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The initial study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

1.2 PUBLIC INVOLVEMENT

A Public Engagement Plan was developed and implemented for development of the Master Plan and to ensure communication with the public throughout the project.

Opportunities for public involvement were presented as "engagement windows" during which goals were established for obtaining information that would be used to develop different aspects of the Master Plan. Each engagement window provided opportunities for public input. Updates to the City and County's Parks and Rec Commissions, City Planning Commission, and City Council were provided by the Planning Team, in coordination with City and County staff, at the end of each engagement window.

- Engagement Window One
  - November 2 – 22, 2020: An online survey was coordinated with workshop information to get input from locals, part-time residents, and visitors on project vision, goals, and program elements.
  - November 10, 2020: Public workshop to provide an overview of the Master Plan; receive input on program elements, opportunities, and challenges; and introduce the public survey.
- Engagement Window Two
  - December 14, 2020 – January 22, 2021: An online survey was made available to collect feedback on conceptual alternatives, coordinate feedback and events with the Multigenerational Center project, and gather input on implementation priorities.
  - January 20, 2021: Virtual Public workshop to provide an update on survey responses, present three Master Plan concepts, and provide an update on the Multigenerational Center project.

- Engagement Window Three
  - March 31, 2021: Virtual Public workshop to answer questions and receive feedback on the preferred Master Plan concept.
  - May 4, 2021: Public presentation to a joint meeting between City Council and County Board of Supervisors for approval of the master plan.

Project content and involvement opportunities were made available and regularly updated in a web-based story map for the Master Plan. A link to the story map is available on the city website.

Public involvement for the Multigenerational Center included community meetings on the following days:

- December 8, 2015
- March 31, 2016
- October 21, 2020 (virtual meeting)
- January 20, 2021 (virtual co-meeting with the 56 Acres Master Plan)
- March 31, 2021 (virtual co-meeting with the 56 Acres Master Plan)

Stakeholder meetings to support planning efforts for the Multigenerational Center occurred with various community groups on the following days:

- January 29, 2020: jurisdictional stakeholders
- October 2, 2020: arts/athletic and community stakeholders
- October 2, 2020: local business stakeholders
- October 28, 2020: swim team stakeholders

1.3 WHY THIS DOCUMENT?

As described in the environmental checklist (Chapter 3), the project would not result in any unmitigated significant environmental impacts. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

This IS/MND evaluates the potential environmental effects associated with adoption and implementation of the proposed Master Plan, and construction and operation of the Multigenerational Center. The Master Plan provides a conceptual site plan and identifies facility improvements that will be designed and constructed in multiple phases over the next approximately 20 years. The conceptual nature of the proposed facility designs in the Master Plan is such that the impact analysis is prepared at a programmatic level—that is, a more general analysis with a level of detail and degree of specificity commensurate with that of the Master Plan itself. The Multigenerational Center, however, is assessed at a project level in this IS/MND. Project details are developed to a sufficient degree that environmental effects can be identified and assessed with greater certainty, and specific mitigation measures developed to address potentially significant effects.

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project. The City of South Lake Tahoe is the CEQA lead agency because they are responsible for approval of the Master Plan and the Multigenerational Center. The purpose of this document is to present to decision-makers and the public information about the environmental consequences of implementing the project. This disclosure document is being made available to the public for review and comment. This IS/MND will be available for a 32-day public review period from December 10, 2021 to January 10, 2022.

Supporting documentation referenced in this document is available for review at:

Development Services Department
1052 Tata Lane
South Lake Tahoe, CA 96150

Comments should be addressed to:

John Hitchcock
Development Services Department
1052 Tata Lane
South Lake Tahoe, CA 96150

E-mail comments may be addressed to: jhitchcock@cityofslt.us

If you have questions regarding the IS/MND, please call John Hitchcock at: (530) 542-7472. If you wish to send written comments (including via e-mail), they must be postmarked by January 10, 2022.

After comments are received from the public and reviewing agencies and considered by the City, the City may (1) adopt the MND and approve the Master Plan and Multigenerational Center project; (2) undertake additional environmental studies; or (3) abandon the project. If the Master Plan and Multigenerational Center project is approved and funded, the City may adopt the Master Plan and proceed with the Multigenerational Center Project.

1.4 SUMMARY OF FINDINGS

Chapter 3, "Environmental Checklist," of this document contains the analysis and discussion of potential environmental impacts of the project. The full range of environmental issues in the Appendix G checklist of the State CEQA Guidelines have been analyzed. Based on the issues evaluated in that chapter, it was determined that the project would have no impact related to the following issue area:

- mineral resources

Project impacts were determined to be less than significant for the following issue areas:

- aesthetics
- agriculture and forest resources
- air quality
- biological resources
- energy
- geology and soils
- greenhouse gas emissions
- hydrology and water quality
- land use and planning
- population and housing
- public services
- recreation
- transportation
- utilities and service systems
- wildfire

Potentially significant impacts were identified for the following issue areas; however, mitigation measures included in the IS/MND would reduce all impacts to a less-than-significant levels:

- cultural resources
- hazards and hazardous materials
- tribal cultural resources
- noise

1.5 ENVIRONMENTAL PERMITS

In addition to project approval, construction of the Multigenerational Center Project and future facilities proposed in the Master Plan would require permits or approvals from California Department of Transportation, Lahontan Regional Water Quality Control Board, and Tahoe Regional Planning Agency. These permits and approvals are identified in Chapter 2 "Project Description."

1.6 DOCUMENT ORGANIZATION

This IS/MND is organized as follows:

Chapter 1: Introduction. This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document as well as presents a summary of findings.

Chapter 2: Project Description and Background. This chapter describes the project objectives and provides a detailed description of the project.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines if project actions would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, none of the impacts were determined to be significant after implementation of mitigation measures.

Chapter 4: References. This chapter lists the references used in preparation of this IS/MND.

Chapter 5: List of Preparers. This chapter identifies report preparers.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed 56 Acres Master Plan (Master Plan) and South Lake Tahoe Recreation and Aquatics Center referred to herein as the Multigenerational Center Project (collectively, proposed project) is a collaborative vision of the City of South Lake Tahoe (City) and El Dorado County (County). The California Tahoe Conservancy (Conservancy) is providing support for the Master Plan and contributing funding to prepare the Master Plan. Each agency is supporting this effort to turn the 56 Acres Master Plan area (plan area) into a locally and nationally renowned civic space for the enjoyment of residents and visitors alike. The City is the lead agency for the purposes of CEQA. The plan area encompasses the property in the vicinity of the City's Recreation and Swim Complex, South Lake Tahoe Ice Arena, Campground by the Lake, and Lakeview Commons. The goals of the Master Plan focus on environmental sustainability, cultural preservation, provisions for recreational/civic needs, water quality, mobility improvements, aesthetic improvements, habitat preservation, and creating meaningful world-class facilities and public open space.

The purpose of the Master Plan is to develop a comprehensive strategy for the project site, facilities, programs, and services that is responsive to the community's demographics, social background, and multigenerational recreational needs. The Master Plan would serve to guide the City in capital improvement planning, programmatic planning, maintenance and operational planning, and budgetary decision making. The first project to be implemented under the Master Plan would be the Multigenerational Recreation and Aquatics Center (Multigenerational Center).

This IS/MND provides a program-level analysis for the Master Plan and a project-level analysis for the Multigenerational Center.

2.2 PROJECT LOCATION

The plan area is centrally located in the City of South Lake Tahoe between Lake Tahoe to the north; U.S. Highway 50 (US 50) (Lake Tahoe Boulevard) to the west; Al Tahoe Ballfields, South Tahoe Middle School, Boys and Girls Club and another residential neighborhood to the south; and Rufus Allen Boulevard and a residential neighborhood to the east (Figure 2-1). The proposed site for the Multigenerational Center is within the plan area, west of the library and the area that currently contains the northern portion of the existing campground.

The plan area includes four parcels totaling approximately 56 acres. The County owns 73 percent of the plan area (40.87 acres), while the City owns 27 percent (15.48 acres). US 50 is located in the northern portion of the plan area and separates Lakeview Commons and Champions Plaza from the rest of the plan area.



Source: Ascent Environmental

Figure 2-1 Project Location

2.3 EXISTING USES AND FACILITIES

The plan area is located in the center of the City of South Lake Tahoe where US 50 meets the shores of Lake Tahoe. The property contains some of the largest remaining public open spaces within the city limits. It hosts a variety of existing features, including various recreational facilities, a museum, highway frontage, and a scenic lakefront park that drops off steeply leading to the beaches of Lake Tahoe. Just to the west of the project site is the Harrison Avenue business zone, which was improved by a streetscape project in 2015. The plan area provides for a variety of year-round community and recreational uses including community events, camping, and a new snow play concession.

In 1973, the grant deed conveying the 15.48 acres from the County to the City was executed, stating the "property should be used exclusively for a public park, recreation, cultural and visitor information purposes." An on-site campground, Campground by the Lake, occupies 22.5 acres of the forested center of the site. Usage is seasonal from May through October.

The plan area is within the boundaries of the Bijou/Al Tahoe Community Plan, which includes policies, allowable land uses, and development standards applicable to the project site. A cornerstone of the Community Plan is that the Bijou/Al Tahoe area should serve as a family-oriented and recreation center, as well as a town center for the local community. Goals of the Bijou/Al Tahoe Community Plan also include reducing dependency on the automobile and improving the movement of people, goods, and services within the Bijou/Al Tahoe area, and the Lake Tahoe region. The City General Plan also provides policy direction for the expansion of recreation and civic center facilities within the Bijou/Al Tahoe Community Plan area.

Existing features in the plan area that would be upgraded or reconfigured as part of the Master Plan include:

- campground by the Lake, a 22.5-acre campground with 172 campsites for RV and tent camping and seven tent cabins,
- Recreation and Swim Complex (proposed for removal),
- Lakeview Commons/El Dorado Beach (addition of a multi-use path),
- playground,
- Champions Plaza,
- park maintenance facility within the campground (proposed for relocation within plan area),
- City Public Works maintenance yard (proposed for downsizing),
- shared-use paths, and
- parking (321 parking stalls).

Existing features in the plan area that would be relocated off-site include:

- fire training facility, and
- El Dorado County Vector Control.

Existing features in the plan area that would be retained with no planned changes include:

- indoor ice arena,
- library,
- Lake Tahoe History Museum,
- senior center,
- Tahoe Art League Art Center, and
- Joint Powers Authority (JPA) ambulance facility (former Lake Tahoe Visitor's Authority building).

2.4 PROJECT OBJECTIVES

2.4.1 Master Plan Project Objectives

The Master Plan is intended to achieve the following objectives:

- Create a plan for future improvements, development, and operation of a locally and nationally renowned civic and recreational space for enjoyment of residents and visitors alike;
- Provide a wide range of facilities, such as a multigenerational recreation center and aquatic complex, city government center, outdoor event venue, beach/lakefront public facilities (Lakeview Commons), and active and passive recreation facilities;
- Improve pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network;
- Preserve cultural and environmental resources in future development and operations;
- Provide a clear plan for implementation including project phasing, necessary technical studies, regulatory challenges, permitting requirements, and potential funding sources;
- Implement robust community participation and achieve stakeholder support; and
- Be consistent with the architecture and engineering design of the Multigenerational Center.

2.4.2 Multigenerational Center Project Objectives

The Multigenerational Center is intended to achieve the following objectives:

- Utilize funding provided by Measure P to provide recreational amenities to residents and visitors;
- Expand recreation and fitness opportunities with enhanced gymnasium space with an expanded indoor/outdoor aquatic facility, multi-sport options, and fitness space for cardio classes;
- Provide flexible spaces that could be adapted to a variety of uses and recreation trends;
- Provide opportunities to accommodate programming for seniors and older adults;
- Provide high-quality support amenities, such as family changing rooms, locker rooms and showers;
- Commit to a fiscally and operationally responsible facility with an affordable fee structure now and in the future; and
- Develop an environmentally sustainable facility that is efficient in design, layout, and energy use.

2.5 56 ACRES MASTER PLAN

The 56 Acres Master Plan would create a signature park for the enjoyment of residents and visitors. Located in the heart of South Lake Tahoe, the Master Plan would build upon the success of Lakeview Commons.

The Master Plan focuses on recreational and civic needs, creation of meaningful world-class facilities and public open space, environmental sustainability, cultural preservation, water quality, traffic mitigation, aesthetic improvements, and habitat preservation.

Development of the Master Plan has been influenced by numerous public meetings and workshops (see Section 1.2 in Chapter 1 of this IS/MND for a summary of public involvement) to gauge interest by the public in proposed amenities and to receive input on site design. Development of the Multigenerational Center has also been guided by public input from dating back to 2015. Public input on final design refinements for the Master Plan and Multigenerational Center will continue to be sought.

The alternatives evaluation process resulted in the development of a preferred site design depicted in Figure 2-2.

The site design plan will guide facility development and replacement and other physical upgrades over the duration of the plan. It identifies the type, location, and size of site features that should be developed in the plan area and includes a level of detail that allows for the planning and environmental review of specific site improvements. As described in Section 1.3, "Why This Document?," in Chapter 1 of this IS/MND, the Master Plan provides a conceptual plan for facility improvements that would be implemented over 20 years and, thus, this IS/MND includes a programmatic analysis of the potential environmental effects of facilities implemented under the Master Plan. The Master Plan will be implemented in phases as resources become available for specific site improvements, and as such improvements are proposed, additional design, engineering, and permitting will be required in addition to project-specific environmental review that would tier from the analysis in this IS/MND. Individual site improvement projects would be consistent with the Master Plan and environmental analysis included in this document.

2.5.1 Multigenerational Center

The existing South Lake Tahoe Recreation and Swim Complex was built in 1971, has never had a major renovation, and many building systems and components are reaching the end of their usable life. The facility is inadequate for the current and future needs and demands of the City's recreation programs.

The new Multigenerational Center would be the first project in the Master Plan area to be built and would replace the existing Recreation and Swim Complex, although at a location in the northern part of the plan area west of the existing library. The new location would provide a closer connection to the main highway and Lakeview Commons and offer views of the lake. The approximately 64,220-square-foot Multigenerational Center would include a variety of recreational and community uses described below and would be designed to meet Leadership in Energy and Environmental Design (LEED) standards, which is a widely used green building rating system. A site plan showing the layout of the proposed Multigenerational Center is shown in Figure 2-3. Design of the building would be characteristic of mountain modern style and would use a mixture of metal, wood, stone, and concrete (Figure 2-4). The building height would be up to 38 feet.

The Multigenerational Center would offer space and services for all ages, including a commercial kitchen and dining space for the purpose of accommodating the County Senior Nutrition Program and could be used by others.

AQUATICS

The new aquatic facilities would include a lap pool and activity pool. The 2,500-square-foot activity pool could include spray features and a lazy river. The six-lane, 25-yard lap pool would accommodate swim meets and a variety of recreation and fitness uses. The deck around the pool would include space to accommodate tip-and-roll bleachers for approximately 80 spectators.

GYMNASIUM AND FITNESS

The proposed multi-purpose gymnasium space would include two high school-sized courts and four middle school-sized courts. Court striping would also include two volleyball courts and four pickleball/badminton courts. Circulation around the courts would be appropriately sized to accommodate tip-and-roll bleachers for approximately 320 spectators. A three-lane suspended walk/jog track located above the circulation area of the gym would be sized at approximately 12 laps per mile. An aerobics/dance studio would be provided as well as outside spaces for fitness and small group events.

COMMUNITY SPACES AND USE

As a community facility, the Multigenerational Center would provide an arts and crafts classroom, wet classroom by the pools, rooftop event space, rooftop outdoor patio, and a commercial kitchen for community use, including for the County Senior Nutrition Program.

Senior programs are anticipated to be provided at the Multigenerational Center, including both active recreation uses as well as passive, social spaces. The spaces programmed for senior activities would also be made available to other user groups to maximize facility use in the multi-purpose design. The existing senior center located at 3050 Lake Tahoe Blvd would remain accessible to senior groups. Additional services for senior patrons beyond the lunch program include arts and craft classes, gardening (which seniors may teach), as well as various recreational exercise activities.

A child watch service is being considered for this facility as part of the flexible space design. Specifically, the party room may serve as a location for children requiring supervision while their parents participate in fitness programs. Other multi-use spaces may also be activated for child watch as identified through the final design process.

The Multigenerational Center would include several offices to support the various uses, including the commercial kitchen, aquatics, and fitness uses.

PARKING

The proposed location of the Multigenerational Center would take advantage of proximity to the library and associated access from Rufus Allen Boulevard. As part of the project, the existing library parking lot and would be expanded to accommodate the parking needs for the Multigenerational Center and Civic Center (see Figure 2-3).

CONSTRUCTION

Construction of the Multigenerational Center would require removal of a portion of the existing Campground by the Lake (including tent cabins), relocation of an existing restroom at the campground, removal of two existing campground buildings (original camp store and garage/storage shed) next to US 50, and utility infrastructure for the new building. An estimated 309 trees, 97 of which are greater than 14 inches diameter at breast height, would require removal for construction of the building and expanded parking lot. Additionally, some trees near the library would be removed for defensible space purposes. The site design would carefully consider removal of trees larger than 30 inches in diameter to save as many as trees as possible and in close coordination with TRPA.

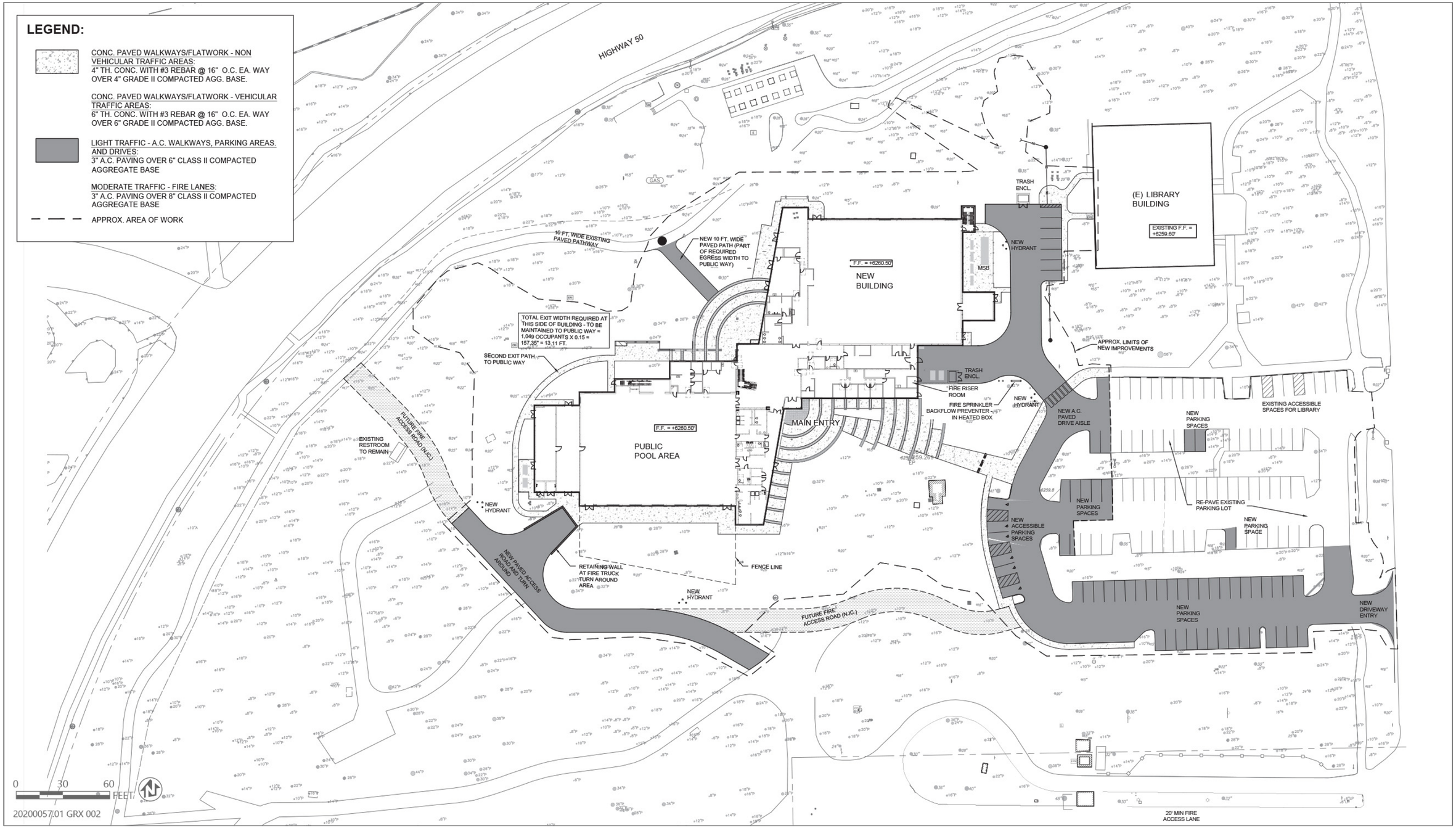
Construction activities would comply with conditions of regulatory permits including the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q). These standard conditions include required construction best practices to minimize air quality, noise, erosion, and other construction related impacts. Standard conditions of approval include, but are not limited to:

- Restricting grading to May 1 through October 15
- Requiring Construction BMPs
- Limiting idling time for heavy equipment to 5 minutes
- Limiting noise-generating construction to between 8:00 a.m. to 6:30 p.m.



Source: Design Workshop

Figure 2-2 56 Acres Master Plan



Source: JK Architects and Engineering

Figure 2-3 Multigenerational Center Site Layout

NORTH PLAZA VIEW



SOUTH ENTRY VIEW







NORTHWEST GYM VIEW



SOUTHEAST AQUATICS VIEW



NORTHEAST GYM VIEW

20200057.01 GRX 003

Source: JK Architects and Engineering

Figure 2-4 Multigenerational Center Preliminary Architectural Renderings

2.5.2 Campground

The Campground by the Lake is operated by the City and has been a part of the plan area since the 1960s. It is one of the most popular campgrounds in the area. With implementation of the Master Plan, the Campground by the Lake would be reconfigured, and the location shifted toward the south. The reconfigured campground would have approximately 135 sites, with 118 spur sites for RVs and tents and 17 tent cabin sites. This would be an overall reduction in overnight accommodations from 172 campsites and six tent cabins at the campground. The upgraded campground would accommodate year-round camping in the tent cabins and have RV hook ups for water and electricity at all sites. The tent cabins would have electrical service and an estimated 20 percent of campsites could have sewer hookups. The campground may continue to have an on-site dump station service. One existing restroom would remain in place, one would be relocated, and a new restroom would be constructed for a total of three restrooms in the campground. Additionally, an existing maintenance yard near the existing campground would be relocated within the plan area. Access to the updated campground would be provided from a driveway off the new Main Street (see Section 2.5.7, "Circulation and Connectivity," below).

The campground would continue to have fire rings at each campsite. Use of the fire rings would continue to be subject to fire restrictions during periods of elevated wildfire risk. As under existing conditions, the City and/or the campground host would provide notice to campers regarding campfires during periods of restricted use.

2.5.3 Civic Uses

A new Civic Center would be located in the center of the planning area, immediately south of the Multigenerational Center, creating a courtyard between the buildings that could be used for community events. The Civic Center would consist of two buildings connected with one roof and a breezeway between them. One two-story, 18,000-square-foot (sq. ft.) building for administration offices and a separate single-story 7,000-sq.-ft. building for council chambers. The smaller building would include space for restrooms, catering kitchen, and other support spaces and could be leased for private functions or used for municipal gatherings.

2.5.4 Play and Gather Spaces

A key element of the Master Plan is ensuring a wide variety of amenities that support diverse types of play and various community events and gatherings. Play and gather spaces in the park would be flexible, welcoming, and encourage residents and visitors alike to relax, socialize, and stay active.

Lakeview Commons would be retained as is, but Champions Plaza would be expanded. The parking area immediately adjacent to the existing Champion's Plaza would be reclaimed for more pedestrian space with an expansion of the plaza including new landscaping and pavers. On-street parking would be formalized along Harrison Avenue and vehicular access to the boat ramp would be retained.

An approximately 70,000-sq.-ft. flexible event space for community events would be included to the west of the Civic Center. The proposed Main Street could be closed temporarily to also provide an opportunity for gatherings.

Opportunities for nature, adventure, and fitness play would also be available. A nature and adventure play area would be located immediately west of the flexible event space under the existing trees and would incorporate new earthwork, including berming and sculpting landforms. Nature and adventure play amenities could include slides, landform manipulation, nature-based play areas, rock climbing walls, and other activities that teach new skills and help to cultivate appreciation and excitement for the outdoors. Other amenities would include interactive play elements such as sculptures, engagement-based interpretive material, and fitness play features. Fitness play features are proposed for the area west of the Multigenerational Center.

2.5.5 Cultural Hub

The existing senior center, Lake Tahoe History Museum and cabins, and Tahoe Art League Art Center would remain. The former Lake Tahoe Visitor's Authority building would remain. It is currently being used as a JPA ambulance facility (i.e., California Tahoe Emergency Services Operations Authority JPA [Cal Tahoe JPA]). The historic cabins would be incorporated into a community green for small events and tours. There are no proposed changes to these buildings or uses as part of the Master Plan.

2.5.6 Ice Arena

With implementation of the Master Plan, the ice arena would be unchanged. It would continue to provide opportunities for educational recreational programs (e.g., learn to skate, introduction to hockey), figure skating, public skate, private rentals.

2.5.7 Circulation and Connectivity

The plan area is centrally located and provides several local and regional trail connections and a pedestrian network with connections to numerous public beaches and lake access.

The Master Plan proposes public spaces that would be open and accessible to everyone in the community. Its implementation would expand on these existing facilities with additional shared-use paths within the park to connect key access points as well as circulate users throughout the site itself. This includes trails that would be accessible for users of all abilities, seniors, families, and pet owners among others.

Implementation of the Master Plan would also include Lakeview Commons Phase 2. This would include improvements to the shared-use path and beach accessibility east of Lakeview Commons, connecting to public land owned by the California Tahoe Conservancy, and would create more useable space at the park and improve bicycle/pedestrian access. These improvements would include a cantilevered boardwalk connecting from the existing Lakeview Commons improvements to the existing stair access to the lake across from Rufus Allen Boulevard. The cantilevered boardwalk would be constructed outside of the high water mark (6,229.1 feet Lake Tahoe Datum).

The plan area east of the highway would be bisected by a new "Main Street" that would extend from Tallac Avenue on the west to Rufus Allen Boulevard on the east. This would serve as the primary spine of vehicular access through the site with a new entry to the campground and civic center. Approximately 50 parallel parking spaces would be located along the two-lane access road. The Main Street could also be closed to be used for community events.

Enhanced at-grade pedestrian crossings at Rufus Allen Boulevard, Lakeview Avenue, and Tallac Avenue are proposed by Caltrans as part of a separate project. While these crossings are not part of the Master Plan, they would benefit circulation through the plan area if and when they are constructed.

2.5.8 Events

Currently, community events in the plan area are generally limited to the Live at Lakeview concerts that are held during the summer at Lakeview Commons. Lakeview Commons has also hosted community rallies and sporting events. Implementation of the Master Plan would provide opportunities to expand community event space offerings in the portion of the plan area east of the highway. Community events could be held in the new 70,000 sq. ft. outdoor flexible event space located west of the Civic Center. The new Main Street could also be closed to vehicle traffic and used for community events.

Typically, the existing Live at Lakeview concerts receive an estimated 500-1,000 attendees, which would continue under the Master Plan. Up to 10 events per year are anticipated at the new outdoor flexible event space with 250-500 attendees at each event. Additionally, the proposed Main Street could be closed to vehicle traffic for up to 10 events each year with up to 250–500 attendees at each event.

The schedule of events at the new outdoor event space, Main Street, Lakeview Commons, Multigenerational Center, Civic Center, and Ice Arena would be managed by the City through the event application process such that overlapping events would not be scheduled that would have parking demand that would exceed available on-site parking. The Special Event Application Guidelines provide a list of requirements for event planners to meet that would minimize adverse effects related to traffic, parking, alternative transportation, notifications to surrounding residents and businesses, and accessibility for all abilities. Some of these requirements include preparation of a Traffic Plan for minimizing disruptions to business and residential traffic flows and encouragement and facilitation of alternative transportation methods. Additionally, outdoor music and entertainment would be limited to performing between the hours of 10:00 a.m. and 10:00 p.m. and proposed outdoor events with expected noise impacts are required to provide a Sound Management Plan for controlling the type and volume of sound produced by the event. Special event applications would be subject to review and approval by the Special Events Committee.

2.5.9 Parking

The Master Plan would not decrease parking in the plan area and would be designed to provide sufficient parking to meet of the parking demand in the plan area. Special events would be planned such that they would not overlap to generate parking demand that could not be met within the plan area. The existing and proposed parking capacity in the plan area is shown in Table 2-1.

Table 2-1 Existing and Proposed Parking Supply

Parking Location	Existing	Proposed
Lakeview Commons/Champion's Plaza	45	9
Library	78	78
Multigenerational Center Lot (expansion of Library parking lot)	NA	56
Civic Center	NA	117
Campground	NA	97
Southeastern Lots	160	147
Cultural Hub	38	63
Proposed Main Street	NA	50
Total Parking	**321**	**617**

Note: NA = not applicable.

Source: compiled by Design Workshop in 2021

2.5.10 Utilities

The plan area includes existing utilities service including water, sewer, electricity, and natural gas. The proposed facilities would connect to existing utility infrastructure in the plan area. Excavation, on-site utility extensions and connections would occur as each facility is constructed.

2.5.11 Construction and Phasing

Multigenerational Center grading and site work is planned to begin in 2022, vertical construction would occur in 2023, and the building would be operational in 2024. Buildout of the plan area would occur over an estimated 20 years in the following phases:

- Phase 1 (2022 – 2024): Multigenerational Recreation and Aquatics Center,
- Phase 2: Half of main street from Rufus Allen into the center of the site, ending in a temporary cul de sac,

- Phase 3: Campground tent and RV sites,
- Phase 4: Camping cabins,
- Phase 5: Event space and play area, and
- Subsequent Phases: connecting main street to Highway 50, civic center, cultural hub, and removal of the existing Recreation and Aquatics Center.

All construction would take place between the hours of 8:00 a.m. and 6:30 p.m. as stated in Chapter 68.9 of the TRPA Code of Ordinances.

PRECONSTRUCTION SURVEYS FOR NESTING BIRDS

Native nesting birds are protected under California Fish and Game Code Sections 3503 and 3503.5 and the federal Migratory Bird Treaty Act. To minimize and avoid potential construction-related loss of active bird nests and comply with these regulations, the City and/or its construction contractor would implement the following resource protection measure as part of the project.

- Conduct Preconstruction Survey for Nesting Birds and Implement Protective Measures. 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 located, the biologist will document the nest location and notify the City 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 judgement 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.

2.6 APPROVALS AND FUTURE USE OF THIS DOCUMENT

This IS/MND will be used in the planning and decision-making process for adoption and implementation of the proposed project. After reviewing this IS/MND and other information related to the proposed project, the City Council will consider IS/MND certification and approval of the Master Plan and Multigenerational Center project. The permits, reviews, and approvals required for Master Plan and Multigenerational Center implementation are listed in Table 2-2.

A responsible agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the lead agency (State CEQA Guidelines Section 15381). If a project would require discretionary actions by more than one agency, one agency must be selected as the lead agency pursuant to

State CEQA Guidelines Section 15051, and the others would become responsible agencies that could rely on a CEQA document prepared by the lead agency to meet their CEQA compliance requirements. In addition to those agencies listed in Table 2-2, the following agencies may be responsible agencies for future discretionary approvals or actions included in the Master Plan:

- California Tahoe Conservancy
- El Dorado County

Under CEQA, 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 (State CEQA Guidelines Section 15386). The California Department of Fish and Wildlife is a trustee agency with jurisdiction over resources potentially affected by the Master Plan and Multigenerational Center project.

Table 2-2 Permits and Approvals

Agency	Permits or Approvals
California Department of Transportation	Encroachment permit for placement of encroachments within, under, or over the state highway rights-of-way
Lahontan Regional Water Quality Control Board	National Pollutant Discharge Elimination Construction General Permit
City of South Lake Tahoe	CEQA compliance, Master Plan approval
Tahoe Regional Planning Agency	Permits for the Multigenerational Center and other individual facilities

Source: Compiled by Ascent Environmental in 2021

This page intentionally left blank.

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: 56 Acres Master Plan and South Lake Tahoe Recreation and Aquatics Project – A Multigenerational Center

2. Lead Agency Name and Address: City of South Lake Tahoe
Development Services Department
1052 Tata Lane
South Lake Tahoe, CA 96150

3. Contact Person and Phone Number: John Hitchcock, Planning Manager, (530) 542-7472

4. Project Location: City of South Lake Tahoe, California

5. Project Sponsor's Name and Address: City of South Lake Tahoe (address same as above)

6. General Plan Designation: Recreation

7. Zoning: Commercial/Public Service

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

   See Chapter 2, "Project Description."

9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings) Town center (including commercial uses) and residential uses are located to the east, recreation uses are located to the southeast, commercial and residential uses are located to the west, and Lake Tahoe is located to the north.

10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement) See Table 2-2 in Chapter 2, "Project Description."

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.?
Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

   The City sent Assembly Bill (AB) 52 consultation letters to the Ione Band of Miwok Indians, the Shingle Springs Band of Miwok Indians, the United Auburn Indian Community of the Auburn Rancheria, and the Washoe Tribe of Nevada and California on June 8, 2021. No responses were received, and AB 52 consultation is complete.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below the topic with a potentially significant impact will be addressed in an environmental impact report.

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

☒ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

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

Signature	January 11, 2022 Date
John Hitchcock Printed Name	Planning Manager Title
City of South Lake Tahoe Agency	

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-significant impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

VISUAL CHARACTER

The plan area is located in the southern portion of the Tahoe Basin. The basin in which Lake Tahoe is situated characterizes the general landform of the Region. Steep-sided mountains rise above the Lake. The landform immediately adjacent to Lake Tahoe consists of narrow beaches or steep slopes meeting the lake's edge. Lake Tahoe is located north of the plan area.

The predominant vegetation type in the plan area is Jeffrey pine. Occasional understory vegetation includes white fir, greenleaf manzanita, bitterbrush, Woods' rose, and nonnative ornamental/landscaped vegetation. Views of Lake Tahoe from within the plan area range from direct views in the area north of U.S. Highway 50 (US 50) to limited views obscured by trees to no views of the lake in the portions of the plan area further away from the lake.

The scenic environment of the plan area includes an urban setting and a more natural appearing forest landscape. Views within the plan area are dominated by urban Jeffrey pine forest. The urban elements consist of US 50, Public Works maintenance yard, park maintenance facility, the various buildings in the plan area (e.g., library, Lake Tahoe History Museum, senior center, art center, Recreation and Swim Complex), overhead power lines, and nearby commercial and residential development. The aesthetic character defined primarily by the existing forest intermixed with the campground and urban elements.

BUILT ENVIRONMENT

The existing facilities within the plan area include a mix of structures, some of which have a positive effect on the aesthetic quality of the plan area, others of which detract from it. Facilities in the plan area are described under Section 3.16, "Recreation." The redesign of the entire shoreline portion of the plan area, including the amphitheater, rocks and vegetation along the shoreline, restrooms, snack stand, walkways, landscaping, boat ramp, expanded picnic area, relocated and reconfigured parking and bike trail, patios and paved walkways, railing with open visual access, low-level unobtrusive lighting, campground better connected with crosswalks, and tent cabins added to the campground have all had a positive effect on scenic quality as documented in the 2015 Threshold Evaluation (TRPA 2016).

STATE SCENIC HIGHWAY

In the plan area, US 50 is an Eligible State Scenic Highway (Caltrans 2021), but it has not been officially designated as such.

TRPA THRESHOLDS

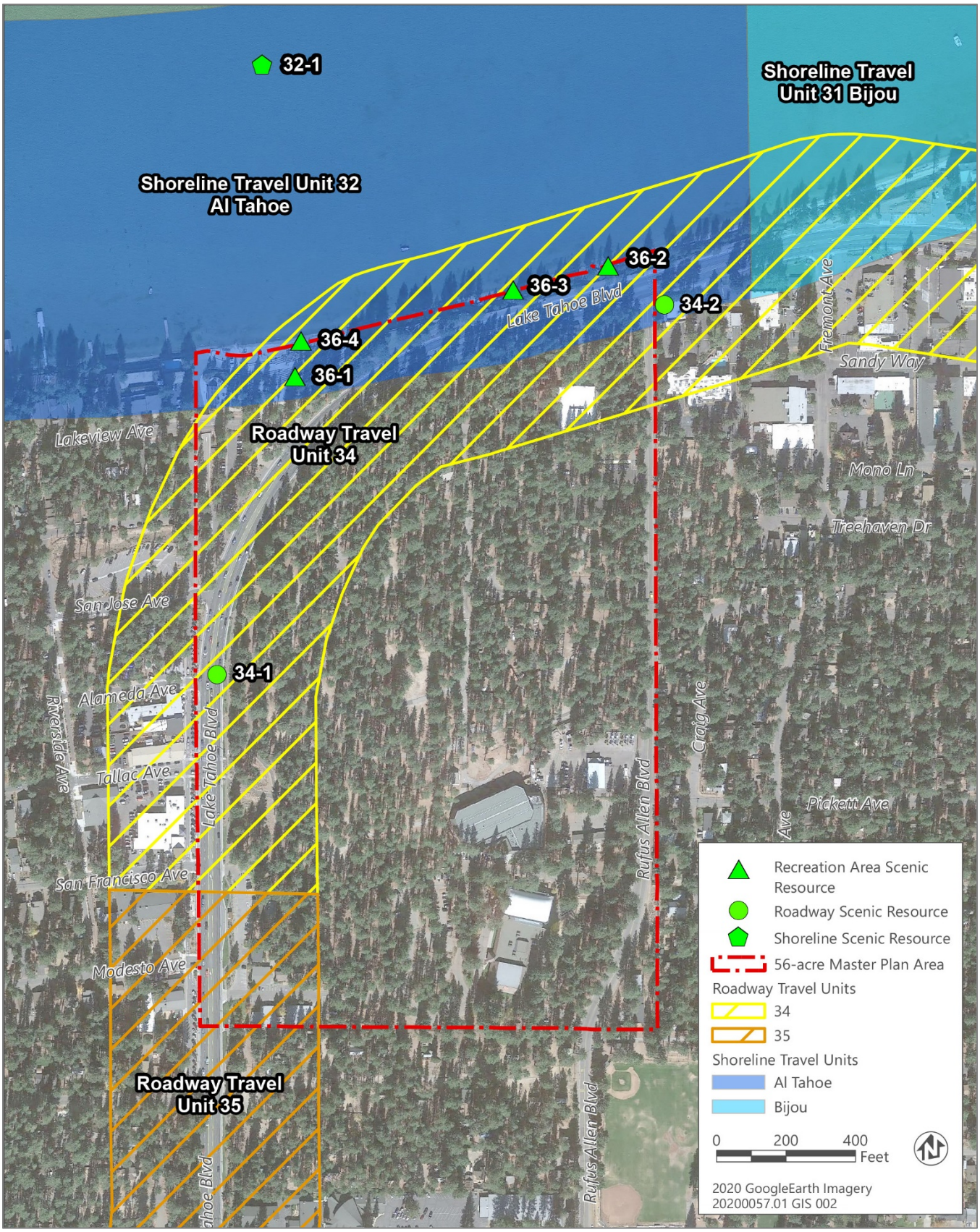
The Tahoe Regional Planning Agency (TRPA) adopted environmental thresholds in August 1982 for the purpose of maintaining and improving the various resources of the Tahoe Basin. Scenic quality is an exceptional attribute of the Tahoe Basin, and specific threshold carrying capacities were developed to protect and improve the scenic resources of the area. TRPA threshold standards require maintenance of threshold rating values for roadway and shoreline travel routes, individually mapped scenic resources, recreation area scenic resources, and compatibility with the natural environment.

Shoreline Travel Unit and Shoreline Scenic Resource

The plan area contains a TRPA-designated shoreline travel unit for Al Tahoe (Unit 32), which extends along the shore from the Truckee marsh on the west to just west of Rufus Allen Boulevard to the east (see Figure 3.1-1). Additionally, Scenic Resource 32-1 is located on the lake approximately 800 feet north of the shoreline and the plan area.

View of the plan area from Lake Tahoe at Shoreline Scenic Resource 32-1 (see Figure 3.1-2) shows shoreline support structures (i.e., retaining wall, rip rap), concrete stairs, beach, Lakeview Commons, and boat ramp in the foreground, dense forest in the middle ground, and mountains in the background. This portion of the shoreline is within the visual character type identified as visually modified shoreline, which indicates there is a mixture of human-made development and vegetation. Visually modified shoreline areas are considered less visually sensitive than visually sensitive and natural dominated shoreline areas but has less visual clutter than visually dominated shoreline areas. The plan area contributes positively to views of this area of shoreline, as it provides a visual break in the surrounding development and provides a more natural character to this section of shoreline.

In 1982, the shoreline travel route composite rating for Unit 32 was 9. In 2001, the composite rating increased to 10 and in 2011 the score increased to 11 and has remained there through the most recent evaluation in 2019 (TRPA 2021). Improvements in the composite rating in this shoreline travel route resulted from improvements in shoreline revetment and revegetation along El Dorado Beach, redesign and rehabilitation of El Dorado Beach shoreline, and Lakeview Commons. Similarly, the increase in rating for Scenic Resource 32-1 was a result of maturing vegetation along the shoreline and completion of Lakeview Commons that improved scores related to unity and intactness in this resource (TRPA 2016). To be in attainment of the threshold standard, the composite rating of any shoreline travel unit must be at least 7.5 and must also be at least equal to the rating originally assigned in 1982. The composite scores of shoreline scenic resources must be at or higher than they were in 1982. As of the 2019 Threshold Evaluation, Shoreline Unit 32 and Shoreline Scenic Resource 32-1 remained in attainment of TRPA's threshold standard for shoreline travel units (Lake Tahoe Info 2021a).



Source: Data downloaded from TRPA in 2015; adapted by Ascent in 2021

Figure 3.1-1 Scenic Resources



Source: Lake Tahoe Info 2021a

Figure 3.1-2 View of the Plan Area from Shoreline Scenic Resource 32-1 in Al Tahoe Shoreline Travel Unit (Unit 32)

Roadway Travel Units and Roadway Scenic Resources

Views of the plan area from the roadway in the plan area are generally high quality, as there are filtered views of Lake Tahoe and distant mountains when traveling along the roadway. Other views along this roadway travel unit include the forested portion of the plan area to the south and southeast of US 50 and commercial development west of US 50.

The plan area contains the TRPA-designated Roadway Travel Unit 34 (El Dorado Beach) (see Figure 3.1-1), which extends along US 50 from Takela Drive to the east to San Francisco Avenue on the west. In 1982, the roadway travel route composite rating for Unit 34 was 16. To be in attainment of the TRPA Roadway Travel Route Scenic Threshold, the unit must have a composite rating of 15.5 or greater. Between 1996 and 2011, the rating fluctuated between 16 and 17. In 2015 and 2019, the roadway travel route composite rating was 18 (TRPA 2021). Decreases in the ratings over the years was due to an increase in commercial activity along Harrison Avenue; however, installation of curbs and gutters, sidewalks, new road paving, improvements to the area around El Dorado Beach, and removal of the Alta Mira building have resulted in increases in the ratings for man-made features, roadway distractions, and lake views (TRPA 2016). These aesthetic improvements have made this portion of South Lake Tahoe a more pedestrian-friendly area. To be in attainment with the threshold standard, the current composite rating of each roadway travel unit must be at least 15.5 and equal or exceed the rating originally assigned in 1982. As of the 2019 Threshold Evaluation, the roadway unit is in attainment of TRPA's threshold standard (Lake Tahoe Info 2021b).

The plan area also contains a portion of Roadway Travel Unit 35 (Al Tahoe) (see Figure 3.1-1), which begins at San Francisco Avenue across the street from the Joint Powers Authority (JPA) ambulance facility building (former Lake Tahoe Visitor's Authority building) and extends through the Y and south to C Street. Views along this roadway travel unit in the plan area include urban development along Harrison Avenue along the west side of US 50 and the Lake Tahoe History Museum, senior center, Tahoe Art League Art Center, and JPA ambulance facility. The buildings within the plan area on the east side of this roadway travel unit are set back from the road and appear nestled within the trees that are part of the surrounding forest. In 1982, the roadway travel route composite rating for Unit 35 was 7. Over the years, incremental improvements in the composite rating have increased the score to 9.5 in 2019. Changes along this roadway travel unit near the plan area that have contributed to increases in the ratings include new

sidewalks, and redeveloped buildings near the Harrison Avenue area. Although the rating of Roadway Travel Unit 35 has increased over the 1982 score, the composite rating is still below the 15.5 rating and, thus, is in nonattainment with the threshold standard (Lake Tahoe Info 2021b).

Roadway Scenic Resource 34-1 includes views of Campground by the Lake in the plan area as viewed from US 50 facing southeast. This is a typical view of the forested portion of the plan area located adjacent to US 50 to the south and is therefore important to travelers on US 50 and pedestrians in South Lake Tahoe. Scenic Resource 34-1 is in attainment of the TRPA threshold standard (Lake Tahoe Info 2021b).

Roadway Scenic Resource 34-2 includes panoramic views of Lake Tahoe as viewed from vehicles traveling west on US 50 or from pedestrians walking along the north side of US 50. This view is the least obstructed view of Lake Tahoe from the roadway within the plan area and is therefore important to travelers on US 50 and pedestrians in South Lake Tahoe. Scenic Resource 34-2 is in attainment of the TRPA threshold standard (Lake Tahoe Info 2021b).

Recreation Area Scenic Resources

El Dorado Beach and the Campground by the Lake are a recreation area documented in the 1993 Recreation Areas Inventory and Evaluation (TRPA 1993), and subsequently included in TRPA's Other Areas Scenic Threshold category.

The TRPA inventory identified important views from the recreation area and designated these as scenic resources, as shown in Figure 3.1-1. It identified panoramic views of the lake from the picnic area above the Lakeview Commons amphitheater as Resource 36-1, and panoramic views of the lake from the eastern end of the plan area as Resource 36-2. El Dorado Beach and the campground are currently in attainment of TRPA's scenic threshold standard (Lake Tahoe Info 2021c).

The Recreation Areas Inventory and Evaluation (TRPA 1993) also identified elements that contribute to and detract from the scenic quality of El Dorado Beach, and it included recommendations for preserving the scenic quality of KBSRA. The positive and negative elements that still affect the scenic quality of El Dorado Beach are listed below:

Elements that Detract from the Scenic Quality of El Dorado Beach

- The proximity of US 50 to the picnic area and the constant movement and noise of automobiles significantly affects the use of this area.
- The hotel and casino development east of the recreation area stands out boldly above the forest cover and is completely out of scale with its surroundings.
- The motel just west of the recreation area is an unattractive foreground element that projects out in front of one of the more distinctive landscape features in the viewshed (i.e., Emerald Bay area).
- The boat launch area is a major structure where it passes under the roadway. The mass of concrete and the cyclone fencing around it visually dominate the west end of the beach. The combined effect of this area with the motel adjacent to it is distinctly unappealing visually.
- The erosion of the bank at the east end of the beach is undercutting existing trees and preventing the establishment of new vegetation.

3.1.2 Discussion

a) Have a substantial adverse effect on a scenic vista?

56 Acres Master Plan

Less-than-significant impact. Implementation of the Master Plan would result in several changes that could affect views toward Lake Tahoe and views from the lake. In addition to the Multigenerational Center, implementation of the Master Plan would result in improvements along the shoreline in the form of circulation and access improvements as part of Lakeview Commons Phase 2. Other aspects of the Master Plan, such as the Civic Center, campground changes, and new outdoor event space, would be set back from US 50 in the plan area on the south and southeast

side of US 50 such that views of them would be obscured or hidden by the trees in the forested portion of the plan area. Implementation of various components of the Master Plan would include removal of some trees for defensible space purposes and to make space for new facilities. Thinning of some of the trees in the plan area would potentially improve views of the lake from within the plan area because removal of trees would open up views to the lake. Because the area would remain forested, views of this portion of the plan area from the lake would not substantially change. The impacts specific to the Multigenerational Center are further discussed below.

Between the shoreline and US 50, implementation of Lakeview Commons Phase 2 would result in a cantilevered boardwalk connecting from the existing Lakeview Commons improvements to the existing stair access to the lake across from Rufus Allen Boulevard. This structure would be visible from the lake but its appearance and character would be designed to be compatible with and complement the setting, which includes human-made features that currently exist along the shoreline and are visible from the lake, including a retaining wall, rip rap, a concrete stairway at the eastern end of the shoreline portion of the plan area, and the Lakeview Commons concrete amphitheater and boat launch at the western end of the shoreline portion of the plan area (see Figure 3.1-2). Lakeview Commons Phase 2 improvements would not result in substantial changes to views of Lake Tahoe from within the plan area or from US 50 because they would consist of enhancing the existing shared-use path and beach accessibility east of Lakeview Commons by constructing the boardwalk at or below the level of the existing path, which is at or slightly below street level.

Shoreline scenic travel unit for Al Tahoe (unit 32) consists of a view from Lake Tahoe of the area between the Truckee marsh on the west to just west of Rufus Allen Boulevard to the east, which includes the portion of the plan area along the shoreline (see Figure 3.1-1). Components that make up the composite score of shoreline travel units include human-made features along the shoreline, views of the general landscape and background, and the variety of scenery. The addition to the shoreline of the cantilevered boardwalk to the shoreline would introduce a new human-made feature in a portion of shoreline with a visually dominated shoreline character, which generally contains intensive human-made development (such as Lakeview Commons and the stairs down to the beach).

After detailed design plans are prepared for the boardwalk, the City of South Lake Tahoe (City) would obtain permits from TRPA, which would require a TRPA environmental review and scenic assessment including an evaluation of the visual magnitude of the project area as required by TRPA Code Section 66.3. As documented in the 2015 Threshold Evaluation Report, the visual magnitude requirements of the TRPA Code have resulted in improved scenic conditions along the shoreline (TRPA 2016). The TRPA Code limits construction of structures in areas with high sensitivity to visual quality degradation, limits potential sources of light and glare, and requires design elements such as color, material, and visible mass requirements to reduce the impacts of construction visible from the lake. Compliance with these requirements would prevent scenic degradation from the boardwalk and would maintain the current threshold rating for Shoreline Scenic Travel Unit 32 and Shoreline Scenic Resource 32-1.

As described above, the Master Plan would modify human-made features along the shoreline resulting in potential changes in views of the lake from US 50 or within the plan area and would modify views of the shoreline from the lake. However, these human-made features would be of a similar character as existing features along that segment of US 50 and the shoreline, and the visual quality of human-made features would be no worse than existing features because they would comply with TRPA Code requirements. Thus, the impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Construction of the Multigenerational Center would result in a new building within the portion of the plan area south of US 50 and greater than 300 feet from the lake at its closest point. The new Multigenerational Center building would be mostly screened from view from the lake by existing trees within the plan area along both sides of US 50. The Multigenerational Center would also be required to comply with the (Bijou/Al Tahoe Community Plan) Community Plan Standards and Guidelines (South Lake Tahoe City Code Section 6.10.060 for site design, architectural treatment, and signage) in addition to citywide design standards (Article V in South Lake Tahoe City Code Chapter 6.10) for setbacks, site design, architectural treatment. The Community Plan Standards and Guidelines include the following standards:

1. Buildings shall be designed with interest (no box forms, variations in elevations, etc.) and shall incorporate architectural features which blend with the surrounding buildings.
2. Wood siding or natural appearing siding shall be used on the exterior of all remodeled newly constructed buildings.
3. Roofs shall have a minimum pitch of 5:12 and a maximum pitch of 12:12. Roofs may have a minimum pitch of 0:12 on public and quasi-public owned buildings within El Dorado County and City properties located in the 56-Acre project area.
4. Real stone shall be incorporated into the building design. Manufactured stone may be used on a project only if the applicant demonstrates the application of the stone will appear "real."
5. All projects shall incorporate day use amenities, including outdoor furniture, bicycle racks and trash receptacles.

Accordingly, the exterior of the building would utilize materials and colors (e.g., metal, wood, stone, and concrete) that would help the building blend in with the natural forest setting. Because of the distance of the proposed Multigenerational Center from the shoreline, the existing trees that would provide screening, and design of the building to utilize materials and colors similar to its surroundings, there would be limited to no view of the new building from the lake. Thus, construction of the Multigenerational Center would not result in a change to the views of the shoreline from the lake or result in a change to the current threshold rating for Shoreline Scenic Travel Unit 32 and Shoreline Scenic Resource 32-1.

The existing campground where the Multigenerational Center would be located has filtered views towards the lake. The Multigenerational Center would replace the campground and result in a shift in the location of the campground to the south. The Multigenerational Center would serve as a public gathering point and would continue to provide public views towards the lake; therefore, while there would be a change in the type of gathering area from a campground to a recreation center, there would be no change in the potential for the public to have access to lake views from this location. Furthermore, the Multigenerational Center would shift the existing Recreation and Swim Complex users to the new location next to the library, which could result in increasing the number of year-round local recreation users and visitors with views of the lake than those associated with the existing campground at that location.

For the reasons described herein, the new Multigenerational Center would result in a less-than-significant impact on scenic views from the lake and scenic views of the lake.

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

56 Acres Master Plan

Less-than-significant impact. Implementation of the Master Plan would not substantially damage scenic resources within a designated state scenic highway because US 50 through the plan area is not an officially designated state scenic highway.

The existing views from Roadway Travel Unit 34 along US 50 near the location of the proposed Multigenerational Center building include the heavily forested campground area. The library is located adjacent to the campground to the east. The portion of the plan area north of US 50 that is visible from the highway includes a linear park, shared-use path, and picnic area. This area includes mature trees and grass and views of the lake. West of the plan area on the west side of US 50, the Harrison Avenue commercial district includes continuous urban development that is accented by trees and landscaping. The area along US 50 to the east of the plan area contains a motel and other commercial uses.

As described above, the southern portion of the plan area is adjacent to Roadway Travel Unit 35. Because no changes are proposed to the existing buildings in the plan area adjacent to this Roadway Travel Unit (i.e., Lake Tahoe History Museum, senior center, Tahoe Art League Art Center, and JPA ambulance facility), implementation of the Master Plan would not change the visual character of this roadway or result in changes to the roadway travel route composite rating for Unit 35.

Analysis of the potential impacts from the Multigenerational Center on Roadway Travel Unit 34 is discussed below. On the northwest side of US 50, implementation of the Master Plan would expand Champion's Plaza to the south, which would remove the existing parking area south the plaza. Replacing parking with a pedestrian plaza including new landscaping and pavers would be a benefit to views from the roadway.

The addition of the boardwalk along the shoreline side of the linear park and shared-use path north of US 50 would include a minimal change in the number of human-made features from the existing slatted wood fence that can be seen from the road. The cantilevered boardwalk would not have a profile that would inhibit views of the lake from the roadway. Because of the scenic requirements for development in the shoreline discussed under a), above, the boardwalk would not include design features that would increase visual clutter or create physical distractions to drivers.

The Master Plan proposes fitness play and nature and adventure play areas that would be adjacent to Roadway Travel Unit 34. The location of these amenities currently includes the campground. In the existing views of the campground, travelers on US 50 have views of visitors to the campground and their tents and RVs. While the proposed fitness play and nature play components may result in some tree removal for the footprint of these facilities, the area would remain forested and the new components would consist of small-scale human-made equipment (e.g., slides, sculptures, engagement-based interpretive material, fitness play equipment). The visual magnitude of these features would not be substantially different than what currently exists at the campground.

The Master Plan would also include development of a new "Main Street" that would extend from Tallac Avenue on the west to Rufus Allen Boulevard on the east. This would be a new human-made component along Roadway Travel Unit 34 but would provide a symmetrical view with Tallac Avenue on the other side of the road and would not be a new type of feature along this section of the road. Thus, the new Main Street would not substantially increase physical distractions to driving along the road and would not substantially change the general landscape views from the road.

Changes in the plan area from implementation of the Master Plan that are located in the interior of the plan area and set back from the roadway include the flexible event space, civic center, and relocated campground. Because of the distance these components are set back from the roadway and the trees that would be retained on-site that would screen these uses, these components would not be visually evident to a traveler along the roadway and, thus, these components would not change views from Roadway Travel Unit 34.

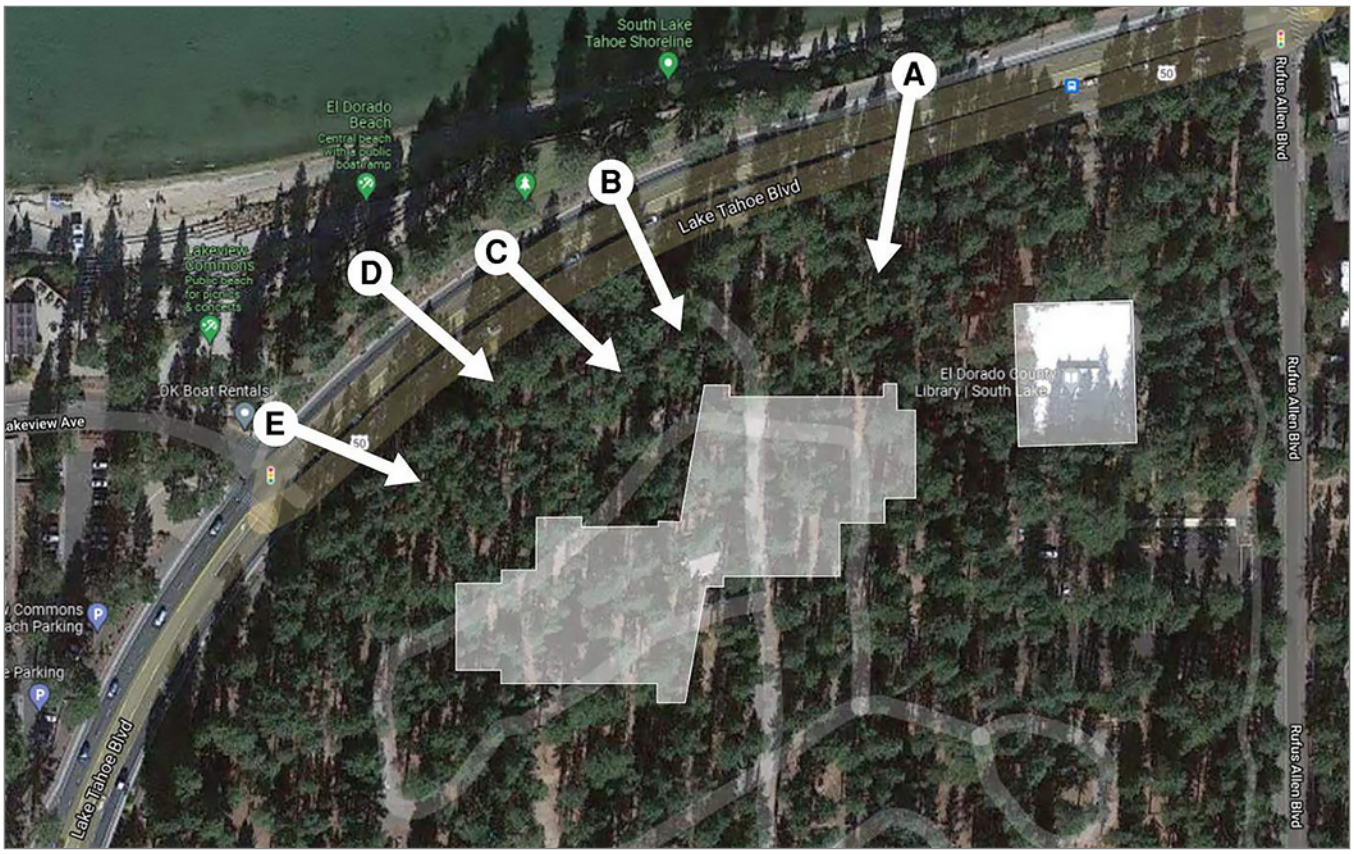
For the reasons described herein, implementation of the Master Plan would not substantially damage scenic resources within a state scenic highway or decrease the TRPA travel route rating for Roadway Travel Unit 34 and this impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center project would not substantially damage scenic resources within a designated state scenic highway because US 50 through the plan area is not an officially designated state scenic highway.

As described above for the 56 Acres Master Plan, the northern portion of the plan area where the Multigenerational Center would be located is adjacent to Roadway Travel Unit 34. The locations of existing viewpoints of the plan area at the location of the proposed Multigenerational Center along Roadway Travel Unit 34 are identified in Figure 3.1-3 and images of these viewpoints compared with visual simulations of the proposed Multigenerational Center building are shown in Figures 3.1-4 through 3.1-8.

With implementation of the proposed project, the campground (a sparsely developed use that has a continuing rotation of tents and RVs throughout the summer season) would be replaced with a two-story building that would be set back from US 50 by over 100 feet along approximately 450 feet of the roadway (see visual simulations in Figures 3.1-4 through 3.1-8). The building articulation would provide visual interest that would break up the façade and avoid the creation of a monotonous visual mass. Dark colors and natural materials would be used to help it blend into the natural environment. The colors and materials used would be consistent with the setting and type and scale of existing nearby buildings (see Figures 3.1-4 through 3.1-8).



Source: Provided by JK Architecture in 2021

Figure 3.1-3 Multigenerational Center Viewpoints

Roadway Travel Unit 34 includes a mixture of urban and natural settings, with the commercial district along Harrison Avenue west of the plan area as well as the human-made features of Lakeview Commons (e.g., picnic area, restroom, parking lot), Lake Tahoe History Museum, senior center, Tahoe Art League Art Center, and JPA ambulance facility, and the library. The human-made features within the plan area south and east of US 50 are set within a heavily forested area while the urban and human-made features on the north and west of US 50 have more sparse trees and vegetation. Because the site for the Multigenerational Center is within an urban area with nearby developed commercial uses, the addition of the Multigenerational Center would be consistent with the existing visual character of the area and would not result in a substantial adverse change in the visual quality of human-made features along this roadway travel unit.

Although some trees would be removed to construct the building, the existing trees between the location of the new building and the roadway would be retained to maintain the forested landscape of this portion of the plan area, which would also serve to provide some screening of the new building. Because the Multigenerational Center would be located on the south side of US 50, it would not block views of the lake from this roadway travel unit.

The Multigenerational Center would maintain a variety of scenery from the roadway by replacing the campground with a mountain modern-style recreation facility set within the forested site. Additionally, because the new building would replace the existing campground that is visible from the highway, there would not be a substantial change in physical distractions to drivers along US 50.

For the reasons described herein, construction of the Multigenerational Center would not substantially damage scenic resources within a state scenic highway or decrease the TRPA travel route rating for Roadway Travel Unit 34 and this impact would be less than significant.



Source: Provided by JK Architecture in 2021

Existing view of the library and campground in the plan area looking south from US 50 at viewpoint A.



Source: Provided by JK Architecture in 2021

Simulation of the proposed Multigenerational Center looking south from US 50 at viewpoint A.

Figure 3.1-4 Existing View and Simulation of the Multigenerational Center at Viewpoint A



Source: Provided by JK Architecture in 2021

Existing view of the campground and camp store building looking southeast from US 50 at viewpoint B.



Source: Provided by JK Architecture in 2021

Simulation of the proposed Multigenerational Center looking southeast from US 50 at viewpoint B.

Figure 3.1-5 Existing View and Simulation of the Multigenerational Center at Viewpoint B



Source: Provided by JK Architecture in 2021

Existing view of the campground and camp store building looking southeast from US 50 at viewpoint C.



Source: Provided by JK Architecture in 2021

Simulation of the proposed Multigenerational Center looking southeast from US 50 at viewpoint C.

Figure 3.1-6 Existing View and Simulation of the Multigenerational Center at Viewpoint C



Source: Provided by JK Architecture in 2021

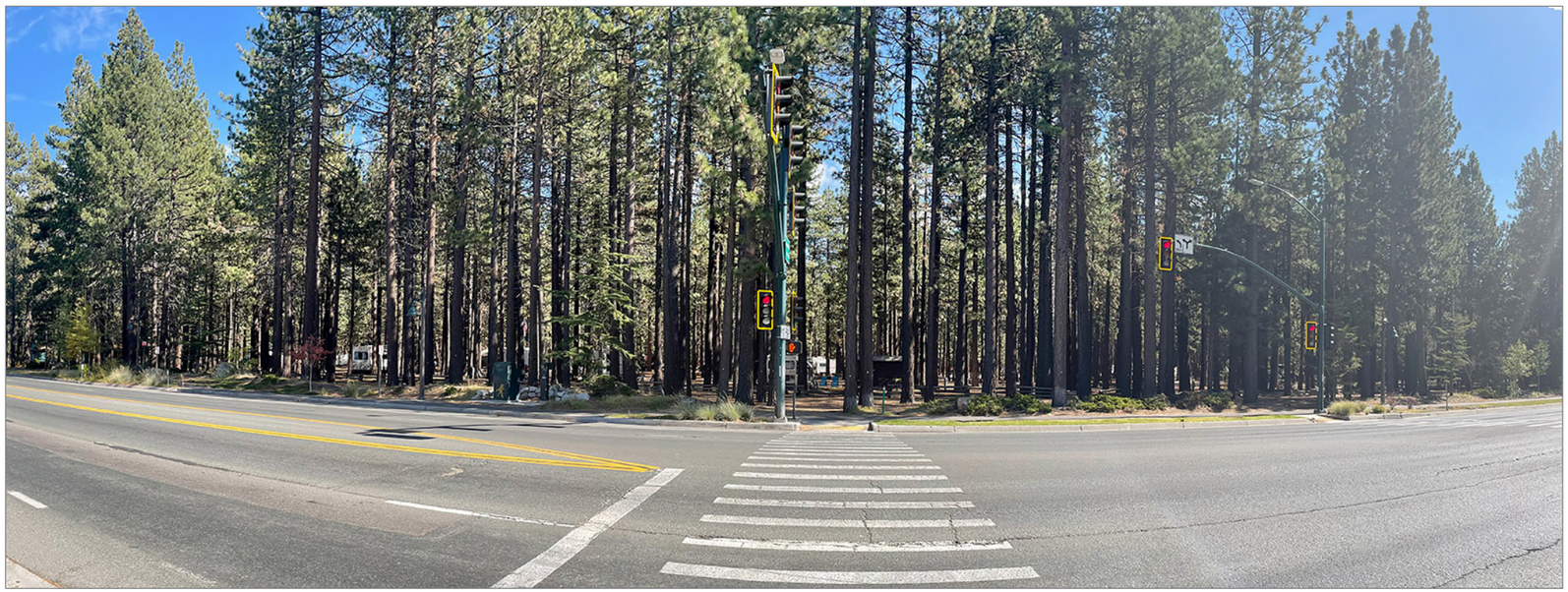
Existing view of the campground and camp store building looking southeast from US 50 at viewpoint D.



Source: Provided by JK Architecture in 2021

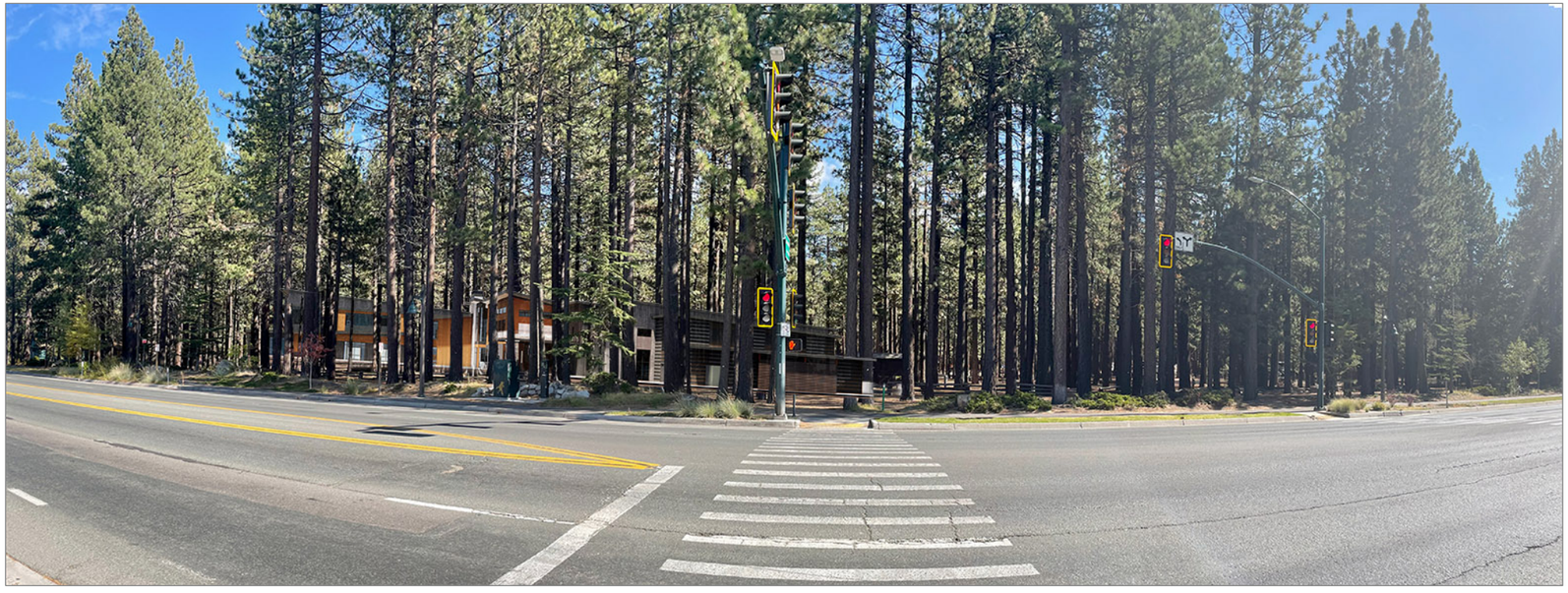
Simulation of the proposed Multigenerational Center looking southeast from US 50 at viewpoint D.

Figure 3.1-7 Existing View and Simulation of the Multigenerational Center at Viewpoint D



Source: Provided by JK Architecture in 2021

Existing view of the forest and campground in the plan area looking southeast from the intersection of US 50 and Lakeview Avenue at viewpoint E.



Source: Provided by JK Architecture in 2021

Simulation of the proposed Multigenerational Center looking southeast the intersection of US 50 and Lakeview Avenue at viewpoint E.

Figure 3.1-8 Existing View and Simulation of the Multigenerational Center at Viewpoint E

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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

56 Acres Master Plan

Less-than-significant impact. The Master Plan includes improvements throughout the plan area that would be visible from public views of the site. Implementation of the Master Plan would result in shifting the campground to the south and adding a number of new amenities that include the Multigenerational Center (further discussed below), Civic Center, and Main Street as well as outdoor recreation and community space. The outdoor recreation amenities (e.g., expanded shared-use paths, nature and adventure play area, fitness play, and outdoor flexible event space) would retain the existing natural character of the plan area and provide balance with the proposed development in the plan area. Removal of the El Dorado County Vector Control building, removal of the existing Recreation and Swim Complex, and downsizing the City's public works facility would help offset addition of the new buildings in the plan area by reducing visual clutter and including facilities that have a more unified design.

Development in the plan area, such as the Civic Center and outdoor event space (Multigenerational Center is discussed separately below) would be required to comply with the Community Plan Standards and Guidelines. These standards and guidelines related to architecture are listed above under item a).

The new Civic Center would be located in the center of the plan area, immediately south of the Multigenerational Center, creating a courtyard between the buildings that could be used for community events. The Civic Center would consist of two buildings connected with one roof and a breezeway between them—a two-story 18,000-square-foot (sq. ft.) building for administration offices and a separate one-story 7,000-sq.-ft. building for council chambers. The building design would use natural materials and colors that could include metal, wood, stone, and concrete, which would help the building to blend in with the natural surroundings.

The flexible event space area would be 70,000 sq. ft. and would be comprised of a landscaped amphitheater area and a stage. The event space would be required to comply with the same architectural and height standards as described above. The specific design of the camping cabins and campground restrooms has not yet been determined; however, their design would comply with the applicable design standards identified above, which are intended to reflect the community character. The existing Recreation and Swim Complex would be demolished, restored to natural conditions similar to the rest of the plan area, and would be retained as open space.

With implementation of the Master Plan, the proposed changes described herein would retain as many trees on-site as possible to maintain the existing forested and natural environment in the plan area. Buildings would also be consistent in scale with other buildings in the vicinity and would reflect modern mountain architectural styles consistent with the surrounding community. For this reason, and because the design of the buildings and built components of the Master Plan would utilize natural materials and colors that would blend in with the surroundings, the visual character of the heavily forested portion of the plan area south and southwest of US 50 would be retained.

Implementation of the Master Plan would not substantially degrade the existing visual character or quality of public views of the plan area and its surroundings and would comply with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The exterior of the Multigenerational Center building would utilize materials and colors that would help the building blend in with its surroundings (e.g., rust colored metal, wood, stone, and concrete), which would be consistent with Community Plan Standards and Guidelines and Scenic Quality Improvement Program recommendations in the Community Plan for using building colors that are compatible with the surrounding natural and human-made environment. Compliance with Community Plan Standards and Guidelines and citywide design standards is discussed in item a), above.

The height of the proposed Multigenerational Center at its highest roof line would be 38.75 feet. TRPA Code Section 37.4.1 allows for buildings with a roof pitch greater than 10:12 to have a maximum building height of 36 feet. Per Section 37.5.2.A of the TRPA Code, the maximum building height for the Multigenerational Center building could exceed the maximum height specified in Table 37.4.1-1 of the TRPA Code by up to 4 feet because the proposed use is a recreation center. When seeking permit approval from TRPA, findings 1, 2, 3, 4, and 7 would have to be made (Code Sections 37.5.2.A and 37.5.7). These findings are related to height of the building greater than the height of the surrounding trees, design of the building to minimize interference with existing views within the area, the function of the structure requires a greater maximum height than otherwise provided in the Code, and the additional building height is the minimum necessary to feasibly implement the project and there are no feasible alternatives requiring less additional height. The Community Plan eliminates minimum roof pitch (i.e., allows flat roofs) for public and quasi-public buildings located in plan area and increases the allowable height up to 42 feet for public and quasi-public structures in the plan area if TRPA Code Section 37.7 findings 1, 3, 4, 5, and 7 can be made. For these reasons, the Multigenerational Center would comply with TRPA Code height requirements. The building would comply with the standards set forth in the TRPA Code and Community Plan Standards and Guidelines.

The Multigenerational Center building would comply with the City and TRPA requirements related to building design and height and the building would have some partial screening from public views of the site by existing trees that would be retained around the building. Thus, the Multigenerational Center would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would comply with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

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

56 Acres Master Plan

Less-than-significant impact. The Master Plan would include new or redeveloped features that could affect light or glare, such as the Multigenerational Center, Civic Center, Main Street, and outdoor event space; however, some of the existing buildings would be removed (e.g., Recreation and Swim Complex, fire training facility, vector control) that would reduce the amount of lighting and materials that may cause glare in the plan area. All new or redeveloped facilities would comply with design standards in Section 32-62.7, "Exterior Lighting," of the Community Plan, which includes the following requirements:

> Illumination utilizing exterior light fixtures is permitted provided the following criteria are met:
>
> a. Lighting shall only be directed downward (not above the horizontal plane) to avoid sky-lighting;
>
> b. The light source (bulbs), within a fixture as seen in elevation, shall not be visible. Exception: In addition to the above, visible light sources (such as globe style decorative light fixtures) may be allowed subject to the following:
>
> 1. The lights are part of a City Redevelopment Plan area streetscape beautification program, and
>
> 2. The lights are located on public property (fee title easement or redevelopment project area), and
>
> 3. The foot-candle readings do not exceed five feet measured within one foot of the base at ground level.
>
> c. No light (freestanding or building mounted) shall spray offsite. The use of cutoff shields, or other devices as approved by staff shall be required.
>
> d. Outdoor lighting shall be used for purposes of illumination only, and not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures is authorized provided the illuminated area does not exceed 20 feet above grade on a vertical wall, and the light source is shielded from public view.

Any new outdoor light sources would comply with these standards that limit the amount, direction, wattage, and spectrum of lighting. Outdoor events may operate until 10:00 p.m.; thus, requiring some additional lighting. Outdoor

lighting associated with special events would be temporary, estimated to be up to 10 events per year at the outdoor event space, and would not be allowed to spill off-site.

Additionally, new structures and facilities in the plan area would comply with Section 36.6.1.B. of the TRPA Code of Ordinances (Code), which requires that roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earth tone colors that minimize reflectivity. Thus, compliance with these design standards and requirements would prohibit the use of reflective materials that could cause excessive daytime glare.

In addition, the surrounding commercial and residential development already contains outdoor lighting that is more intense than lighting that would occur in the plan area, which would remain primarily as a recreation area. Therefore, implementation of the Master Plan would not create new sources of light or glare that are more substantial than other light or glare in the area, cause exterior light to be cast off-site, or adversely affect day or night-time views in the area. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The lighting proposed for the Multigenerational Center would address the practical lighting needs of the site and comply with the Community Plan and TRPA requirements for exterior lighting and glare, described above. Necessary lighting fixtures would include shields to prevent outward glare and be limited to the minimal outdoor lighting fixtures necessary for safety. Uncontrolled spread of light beyond the property would not occur. Building materials would include wood, stone cladding, dark metal siding and roof, and concrete, which would not result in glare.

The project would achieve Leadership in Energy and Environmental Design (LEED) standards. One of the credits the Multigenerational Center project would seek to achieve this certification is Credit SSc6-Light Pollution Reduction, which provides effective strategies for avoiding impacts related to light and glare through the use of cutoff luminaires and low reflectance surfaces.

Codes and design standards pertaining to lighting and glare described above would limit illumination and use of reflective materials that would cause glare. Therefore, potential impacts related to light and glare for the Multigenerational Center would be less than significant.

3.1.3 Cumulative Impacts

The geographic area for cumulative impacts on aesthetics encompasses the immediate vicinity of the plan area. The topography in this area is relatively flat and includes the shore and views of Lake Tahoe. This area is characterized by urban development in a forest setting and includes commercial, residential, and recreation uses. The cumulative projects listed in Table 3.21-1 that are adjacent to the plan area and could combine with the Master Plan and Multigenerational Center Project that could cumulatively affect aesthetics in the project vicinity include the roadway projects (i.e., Middle School SR2S Project - Rufus Allen Connector and South Lake Tahoe Safety Project) and the Alta Mira Public Access Improvement Project. These projects would result in improvements that would provide safety improvements and enhance the aesthetic environment along the roadway through and adjacent to the plan area. Because the cumulative projects, in combination with the Master Plan and Multigenerational Center, would not change the landscape character, the cumulative impact on aesthetic resources from these projects would be less than significant. Because the Master Plan and Multigenerational Center would not change the landscape character, the project would not result in a considerable contribution to a temporary or permanent cumulative adverse impact on aesthetic resources.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code [PRC] Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The plan area, which includes the Multigenerational Center project site, is developed with outdoor and indoor recreational facilities, outdoor public spaces, campground, and public service land uses. The plan area contains an estimated 3,990 trees that are over 8 inches in diameter (Fish, pers. comm., 2021). The plan area is forested but is not designated as forestland or used for forest resources by the City of South Lake Tahoe or El Dorado County (City of South Lake Tahoe 2021, El Dorado County 2021). No areas zoned for timber resources, Timberland Production, or forestland occur within the plan area.

No farmland or agricultural land use exist in the plan area. The plan area is not included in the survey area for the Farmland Mapping and Monitoring Program of the California Resources Agency Important Farmland, and no Important Farmland is identified within the plan area.

3.2.2 Discussion

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

56 Acres Master Plan

No impact. The plan area was not surveyed for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2021). No agricultural land uses exist within the plan area. Therefore, implementation of the Master Plan would not convert Important Farmland into nonagricultural use, and there would be no impact.

Multigenerational Center Project

No impact. See discussion under "56 Acres Master Plan," above.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

56 Acres Master Plan

No impact. No parcels under Williamson Act contract are present within the plan area. No parcels within the plan area or on the Multigenerational Center Project site are zoned for agricultural use. Therefore, implementation of the Master Plan or site would not result in conflict with zoning for agricultural use or with Williamson Act contract lands. There would be no impact.

Multigenerational Center Project

No impact. See discussion under "56 Acres Master Plan," above.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

56 Acres Master Plan

Less-than-significant impact. A majority of the plan area is heavily forested but also contains developed recreation and public services land uses. The plan area is not zoned for forest land, timberland, or Timberland Production. Implementation of the Master Plan would relocate the existing campground to the south of its existing location and may result in removal of up to 309 trees for the Multigenerational Center out of approximately 3,990 trees over 8 inches in diameter found in the plan area (Fish, pers. comm., 2021; Marino, pers. comm., 2021). The precise number of trees by species and size class proposed for removal for the entire plan area has not yet been quantified for the Master Plan. Tree removal is further discussed under e) in Section 3.4.2 below.

"Forest land," as defined in PRC Section 12220(g), is 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. Because 67 percent (37.5 acres) of the plan area contains Jeffrey pine (*Pinus jeffreyi*) forest (see the "Existing Biological Resources" section under Section 3.4, "Biological Resources") and the plan area is managed for recreation and other public benefits, the plan area meets the definition of "forest land." However, the plan area is not zoned for timber production and is not available for producing lumber (consistent with the definition of "timberland" in PRC Section 4526). Although implementation of the Master Plan would remove some trees for the purposes of defensible space and to make room for some of the new facilities (e.g., Civic Center, Main Street, Multigenerational Center), the plan area would remain forested such that there would not be a loss of forest land or conversion of forest land to non-

forest use. The Master Plan would not conflict with or cause rezoning of designated forestland, timberland, or for Timberland Production and would not result in the loss of forest land or conversion of forest land to non-forest use. This impact would be less than significant.

Multigenerational Center Project
Less-than-significant impact. See discussion under "56 Acres Master Plan," above.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

56 Acres Master Plan
Less-than-significant impact. See discussion under c), above.

Multigenerational Center Project
Less-than-significant impact. See discussion under c) above.

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?

56 Acres Master Plan
No impact. See discussions under a) and b), above.

Multigenerational Center Project
No impact. See discussions under a) and b), above.

3.2.3 Cumulative Impacts

The Master Plan would result in no impacts on farmland and the plan area would be retained as forest land (as defined by PRC Section 12220(g). No farmland or agricultural uses exist in the region surrounding the plan area and the project site. Therefore, the Master Plan would not combine with other cumulative projects identified in Table 3.21-1 to result in a cumulative loss of farmland or forest land. There would be no cumulative impact.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Are significance criteria established by the applicable air district available to rely on for significance determinations?	☒ Yes		☐ No	
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

CLIMATE, METEOROLOGY, AND TOPOGRAPHY

The proposed project is located in the City of South Lake Tahoe in El Dorado County, California within the Lake Tahoe Air Basin (LTAB). The LTAB region comprises portions of Placer and El Dorado counties in California, and Washoe and Douglas counties and the Carson City Rural District in Nevada. Lake Tahoe lies in a depression between the crests of the Sierra Nevada and Carson ranges at a surface elevation of 6,260 feet above sea level. The mountains surrounding Lake Tahoe are approximately 8,000 to 9,000 feet high, with some reaching beyond 10,000 feet.

The bowl shape of the LTAB has significant air quality implications (Tahoe Integrated Information Management System [TIIMS] 2009). There are two meteorological regimes that affect air quality in the LTAB.

First, thermal inversions occur when a warm layer of air traps a cold layer of air at the surface of the land and lake. Locally generated air pollutants are often trapped in the "bowl" by frequent inversions that limit the amount of air mixing, which allows pollutants to accumulate. Inversions most frequently occur during the winter in the LTAB; however, they may occur throughout the year. Often, wintertime inversions result in a layer of wood smoke, mostly from residential heating, which can be seen over the lake.

The second meteorological regime affecting air quality in the LTAB is the atmospheric transportation of pollutants from the Sacramento Valley and San Francisco Bay Area. Lake Tahoe's location directly to the east of the crest of the Sierra Nevada Mountain range allows prevailing easterly winds, combined with local mountain upslope winds, to bring air from populated regions west of the Sierra to the LTAB. The strength of this pattern depends on the amount of heat, usually strongest in summer beginning in April and ending in late October.

CRITERIA AIR POLLUTANTS

Concentrations of ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead are used as indicators of ambient air quality conditions and are referred to as criteria air pollutants. Criteria air pollutants are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard (AAQS) has been set by Environmental Protection Agency (EPA) and California Air Resources Board (CARB). Table 3.3-1 shows national and State ambient air quality standards. Also, Table 3.3-2 shows a brief description of each criteria air pollutant's source types and health effects.

Table 3.3-1 Ambient Air Quality Standards

Pollutant	Averaging Time	California[1,2]	National[3]	
			Primary[2,4]	Secondary[2,5]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	—	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	
Carbon monoxide	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppmf (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead[6]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m3	—	—
	Rolling 3-Month Average	—	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride[6]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million

[1] California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[3] National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

[4] National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[5] National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[6] The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2016

Table 3.3-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Reduced capacity to pump oxygenated blood; headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices (e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines), industrial processes, and fires	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; aggravation of existing heart disease leading to death	Chronic bronchitis, emphysema, decreased lung function
Sulfur dioxide (SO_2)	Combustion devices (e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines), industrial processes, and fires	Irritation of upper respiratory tract, increased asthma symptoms, aggravation of existing heart disease leading to death	Chronic bronchitis, emphysema
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing, piston-engine aircraft or other vehicles operating on leaded fuel	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases

[1] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[2] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Source: EPA 2019

ATTAINMENT AREA DESIGNATIONS

Both CARB and EPA use ambient air quality monitoring data to designate the attainment status of an area relative to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for each criteria air pollutant. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are "non-attainment," "attainment," and "unclassified." "Unclassified" is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of the non-attainment designation, called "non-attainment-transitional." The non-attainment-transitional designation is given to non-attainment areas that are progressing and nearing attainment.

El Dorado County is designated as non-attainment for ozone and PM_{10} with respect to the CAAQS (CARB 2020). El Dorado County is also designated as unclassified for ozone and PM_{10} with respect to NAAQS.

TOXIC AIR CONTAMINANTS

Concentrations of Toxic Air Contaminants (TACs), or Hazardous Air Pollutants (HAPs) in federal parlance, are also used to indicate air quality. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute

quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. Unlike criteria air pollutants, TACs are pollutants of local concern because they can present harmful effects when they are emitted near sensitive receptors.

Most health risks from TACs are attributed to relatively few compounds, the most prominent being diesel particulate matter (diesel PM) (CARB 2005). 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 Particulate Matter

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 are 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 PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate area concentrations of diesel PM.

SENSITIVE RECEPTORS

Sensitive receptors are people, or facilities that generally house people (e.g., schools, hospitals, residences), that may experience adverse effects from unhealthful concentrations of air pollutants. Sensitive land uses are land uses that accommodate sensitive receptors, and exposure to pollutants could result in health-related risks to individuals. Existing sensitive land uses that accommodate sensitive receptors throughout the LTAB include residences, schools, hospitals, daycare centers, parks, and playgrounds. Sensitive receptors near the project include a residential neighborhood at approximately 200 feet to the west, El Dorado Beach and Recreation area at approximately 800 feet to the north and a school at approximately 50 feet to the south of the plan area.

AIR QUALITY PLANS

El Dorado County Air Quality Management District

El Dorado County Air Quality Management District (EDCAQMD) attains and maintains air quality conditions in El Dorado County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean-air strategy of EDCAQMD includes preparing plans for the attainment of ambient air quality standards for ozone and particulate matter, adopting and enforcing rules and regulations concerning sources of air pollution, and issuing permits for stationary sources of air pollution. Key elements of these plans include emission inventories, emission control strategies and rules, air quality data analyses, modeling, air quality progress and attainment or maintenance demonstrations. EDCAQMD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the Clean Air Act (CAA), federal Clean Air Act Amendments of 1990 (CAAA), and California Clean Air Act (CCAA). All projects in El Dorado County, including those in the City of South Lake Tahoe, are subject to adopted EDCAQMD rules and regulations in effect at the time of construction. Specific EDCAQMD rules applicable to the construction of the project may include but are not limited to the following:

1. Rule 202—Visible Emissions,
2. Rule 215—Application of Architectural Coatings,
3. Rule 223-1—Fugitive Dust,
4. Rule 223-2—Asbestos,
5. Rule 224—Cutback and Emulsified Asphalt Paving Materials, and
6. Rule 501—Permit Requirements.

Specifically, Rule 223-1 establishes standards to be met by project activities generating fugitive dust. It applies to all of El Dorado County and addresses fugitive dust generated by construction and grading activities, and by other land uses including recreational uses. Among the standards to be met is a prohibition on visible dust crossing the property boundary, generation of high levels of visible dust (dust sufficient to obscure vision by 40 percent), and controls on the track-out of dirt and mud on to public roads. The regulation also establishes minimum dust mitigation and control requirements. When an area to be disturbed is greater than 1 acre, and if required by a project condition of approval or discretionary permit, a dust control plan must be submitted to and approved by EDCAQMD before any construction activities. Further, Rule 223-2 requires activities to reduce asbestos dust created from earth moving and demolition activities.

City of South Lake Tahoe General Plan

The City of South Lake Tahoe adopted the General Plan on May 17, 2011. Planning and zoning in the City are guided by the City's General Plan, which is implemented through Plan Area Statements, Community Plans, and Area Plans. The policies in this General Plan seek to improve air quality by reducing the number of vehicles on the roadways and encouraging walking, biking, and use of public transit. Here are some of goals and policies applicable for the proposed project:

GOAL NCR-5: To incorporate air quality improvements and emission reductions directly with land use and transportation planning.

- **Policy NCR-5.4:** Public Transit Bus Fleet

  The City shall encourage the use of low-emission technology buses in the public transit fleet.

- **Policy NCR-5.8:** Bicycle, Pedestrian, and Bus Transit Integration

  The City shall encourage interconnected bicycle, pedestrian, and bus transit circulation in the design of all commercial, industrial, and multi-family housing.

- **Policy NCR-5.9:** Mixed-Use Development

  The City shall support appropriately located mixed-use developments that include homes, schools, civic uses, retail and commercial services, and daycare facilities within walking distance of each other.

- **Policy NCR-5.10:** Air Quality-Related Construction Mitigation

  The City shall require discretionary projects that have a significant air quality impact to provide construction mitigation to address short-term construction emissions below EDCAQMD thresholds as part of the review of the project application. This excludes building permits for single-family residential units. This may include the following measures:

  a) Measures currently recommended by the EDCAQMD;

  b) Prohibition of open burning of debris from site clearing unless involved with a fuels reduction project;

  c) Utilization of low-emission construction equipment and/or fuels;

  d) Implementation of best management practices in concert with water quality protection measures; and/or

  e) Restriction of idling of construction equipment or vehicles.

- **Policy NCR-5.11:** Development Project Design Requirements

The City shall impose the following requirements on development projects as part of project design to address air quality impacts:

a) Prohibit the installation of wood-burning hearth devices in proposed residential dwelling units;

b) Require that all feasible EDCAQMD-recommended mitigation measures to reduce operational emissions of criteria air pollutants are incorporated into project design; and

c) Demonstrate compliance with applicable TRPA requirements for air quality mitigation at the time of project consideration that require off-set project and cumulative air quality impacts (e.g., current TRPA Code of Ordinances Chapters 91 [Air Quality Control] and Chapter 93 [Traffic and Air Quality Mitigation Program]).

Bijou/Al Tahoe Community Plan

The Bijou/Al Tahoe Community Plan was adopted in October 1995. The Community Plan established goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the Plan address land use, transportation, conservation, recreation, and public service. According to the community plan's target, all air quality thresholds must be attained and maintained.

THRESHOLDS OF SIGNIFICANCE

EDCAQMD considers reactive organic gases (ROG) and oxides of nitrogen (NO_X) as the primary pollutants of concern as they are the precursors for ozone, for which the County has a non-attainment status. EDCAQMD has mass emissions thresholds for reactive organic gases (ROG) and oxides of nitrogen (NO_X) of 82 pounds per day for both construction and operations (EDCAQMD 2002). Although EDCAQMD does not have an adopted quantitative threshold for PM_{10}, Chapter 4 of the EDCAQMD Guide to Air Quality Assessment (EDCAPCD 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 PM_{10}, are also not significant. With respect to fugitive dust PM_{10} emissions, EDCAQMD recommends determining significance based on the consistency of the project with dust control measures in EDCAQMD Rule 223.

3.3.2 Discussion

This discussion of the potential impacts of the project on air quality focuses on the construction and operation of the proposed 56 Acres Master Plan and Multigenerational Recreation and Aquatics Center Project.

a) Conflict with or obstruct implementation of the applicable air quality plan?

56 Acres Master Plan

Less-than-significant impact. The emissions inventories used to develop a region's air quality attainment plans are based primarily on projected population growth and vehicle miles traveled (VMT) for the region that are determined, in part, based on the planned growth identified in regional and community plans. Therefore, projects that would result in increases in population or employment growth beyond that projected in regional or community plans could result in increases in VMT above that planned in the attainment plan, further resulting in emissions that could conflict with a region's air quality planning efforts. Increases in emissions beyond that projected in regional and community plans generally would be considered to have a significant adverse incremental effect on the region's ability to attain or maintain the CAAQS and NAAQS.

The Master Plan is a plan to develop a recreational and community service hub for both the local community and tourists. The Master Plan is expected to be built out over 20 years and would be fully operational by 2040. The project is located within the Bijou/Al Community Plan. A fundamental vision for this Community Plan is that the Bijou/Al Tahoe area should serve as a family-oriented and recreation center, as well as a town center for the local community. Goals of the Bijou/Al Tahoe Community Plan also include reducing dependency on automobiles and improving the movement of people, goods, and services within the Bijou/Al Tahoe area and the Lake Tahoe region. The City's General Plan includes goals to reduce dependency on automobiles and develop infrastructure to support bike and pedestrian access. The Master Plan is consistent with both the General Plan and the Community Plan as it proposes to enhance the existing network for bike and pedestrian access and provides locally serving uses.

The City's General Plan has designated the land use of the plan area as Recreation. The General Plan's Recreation and Open Space Element provides policy direction for the expansion of recreation and civic center facilities within the City of South Lake Tahoe. The Master Plan is consistent with the City's General Plan land use designation as it proposes repurposing existing land use and is consistent with policy direction in the Recreation and Open Space Element.

Construction activities associated with the project would generate temporary criteria pollutant emissions but would not exceed the thresholds of significance adopted by the EDCAQMD as shown in Table 3.3-3. Construction would likely occur up to 20 years, but construction emissions were conservatively modeled to occur over a four-year period to avoid understating the maximum annual emissions. Also, the project would not result in exceedance of long-term operational emissions thresholds (see the discussion of the Master Plan under item b), below). Therefore, the project would not conflict with or obstruct the implementation of the applicable air quality plan. The impact would be less than significant.

Table 3.3-3 Summary of Maximum Daily Emissions of Ozone Precursors and PM_{10} Associated with 56 Acres Master Plan Project Construction Activities from 2025 to 2028 (lb/day)

Construction Year	ROG	NO_X	PM_{10}
2025	3	28	21
2026	2	18	4
2027	45	17	4
2028	45	1	1
Maximum Daily Emissions	45	28	21
EDCAQMD Thresholds	82	82	-
Exceed EDCAQMD Thresholds?	No	No	NA

Notes: See Appendix A for detail on model inputs, assumptions, and project-specific modeling parameters; EDCAQMD = El Dorado County 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, lb/day = pounds per day, – = No adopted threshold
Source: Modeled by Ascent Environmental, Inc. in 2021

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center would be the first project to be built under the Master Plan. Construction of the Multigenerational Center is expected to begin in 2022 and is expected to be fully operational in 2024. The project is within the Bijou/Al Community Plan. A fundamental vision for this Community Plan is that the Bijou/Al Tahoe area should serve as a family-oriented and recreation center, as well as a town center for the local community. Goals of the Bijou/Al Tahoe Community Plan also include reducing dependency on the automobile and improving the movement of people, goods, and services within the Bijou/Al Tahoe area, and the Lake Tahoe region. The City's General Plan includes goals to reduce the dependency on automobiles and develop infrastructure to support bike and pedestrian access. The Multigenerational Center is consistent with both the General Plan and the Community Plan as it proposes to provide bicycle and pedestrian connections to the existing network of shared-use paths and provides locally serving uses.

The City's General Plan has designated the land use of the project site as Recreation. The General Plan's Recreation and Open Space Element provides policy direction for the expansion of recreation and civic center facilities within the City of South Lake Tahoe. The Multigenerational Center is consistent with the City's General Plan land use designation as it proposes to repurpose existing land use and is consistent with policy direction in the Recreation and Open Space Element.

The project construction activities would generate temporary criteria pollutant emissions but would not exceed the threshold of significance adopted by the EDCAQMD as shown in Table 3.3-4. Construction of the Multigenerational Center would likely occur up to three years, but construction emissions were conservatively modeled to occur over a 2-year period to avoid understating the maximum annual emissions. Also, the project would not result in exceeding the long-term operational emissions threshold (see the discussion of the Multigenerational Center under item b), below). The operational VMT would increase, which would be due to an increase in visitors and local residents utilizing the Multigenerational Center and not due to growth in the community. Hence, the project would not conflict with or obstruct the implementation of the applicable air quality plan. The impact would be less than significant.

Table 3.3-4 Summary of Maximum Daily Emissions of Ozone Precursors and PM_{10} Associated with Multigenerational Center Project Construction Activities from 2022 to 2023 (lb/day)

Construction Phase	ROG	NO_X	PM_{10}
2022	2	19	8
2023	57	12	1
Maximum Daily Emissions	**57**	**19**	**8**
EDCAQMD Thresholds	**82**	**82**	-
Exceed EDCAQMD Thresholds?	**No**	**No**	**NA**

Notes: See Appendix A for detail on model inputs, assumptions, and project-specific modeling parameters; EDCAQMD = El Dorado County 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, lb/day = pounds per day, – = No adopted threshold
Source: Modeled by Ascent Environmental, Inc. in 2021

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?

56 Acres Master Plan

Less-than-significant impact. El Dorado County is designated as non-attainment for ozone and PM_{10} with respect to the CAAQS (CARB 2020). El Dorado County is also designated as unclassified for ozone and PM_{10} with respect to NAAQS. As shown in Tables 3.3-3 through 3.3-6, the 56 Acres Master Plan would result in construction and operational emissions that would not exceed the thresholds of significance adopted by EDCAQMD.

Construction

Construction emissions are described as "short term" or temporary in duration. Construction-related activities would result in project-generated emissions of ROG, NOX, and PM10 from site preparation, grading, heavy off-road equipment, material delivery, worker commute vehicle travel to and from the site, building construction, paving, architectural coating, and other related activities. Emissions of NOX 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 PM10 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 PM10, but to a much lesser extent than fugitive dust emissions.

Temporary construction-related activities for the proposed 56 Acres Master Plan would include site preparation, grading, building construction, paving, and architectural coatings. The emissions from construction activities were calculated by using California Emissions Estimator Model (CalEEMod) Version 2020.4.0 with design information provided by the City of South Lake Tahoe and CalEEMod defaults where the information was not available. Due to the 20-year buildout horizon of the Master Plan, the exact timing and duration of construction activities for various land uses is unknown. Therefore, CalEEMod default phasing and duration of construction activities were used to provide an estimate of potential construction emissions. CalEEMod estimates a construction duration of four years based on the size and types of land uses under the Master Plan. This is considered conservative as the Master Plan would be built out over a 20-year period. Construction of other facilities under the Master Plan would be expected to occur after the construction of the Multigenerational Center, therefore, early 2025 was assumed as the start date for construction. This construction scenario is intended to provide a representative analysis of maximum construction emissions that could occur under a rapid buildout of the Master Plan. Actually, buildout of the Master Plan is anticipated to occur over a 20-year period. Therefore, full operation of the Master Plan was assumed to be in 2040. Existing land uses in the Master Plan area include an ice arena, campgrounds and cabins, historical museum, library,

senior center, art center, park and outdoor event spaces, maintenance yards, vector control and fire training facility. Under the proposed Master Plan, the campground would be reconfigured; a new chamber office, civic center, and outdoor recreation and event space would be constructed; and the fire training facility, vector control and the two maintenance yards would be relocated. The modeling evaluates air quality emissions from construction of new and expanded uses in the plan area. The construction worker trip numbers and lengths are assumed as CalEEMod defaults. The modeling also assumes the EDCAQMD recommended Volatile Organic Compounds (VOC) limit of 100 grams/liter (g/l) for paints used in architectural coating as the VOC content assumption is not updated for all the regions in CalEEMod. Table 3.3-3 summarizes the estimated construction related annual ozone precursor and PM_{10} emissions over four years of the construction period. Refer to Appendix A of this document for detailed modeling assumptions and results.

The maximum daily emissions would not exceed the EDCAQMD adopted threshold of significance and hence the construction activities of the Master Plan would not have a substantial impact on air quality for which the region is in nonattainment under an applicable federal or State ambient air quality standard. Also, the Master Plan would not have substantial fugitive dust emissions as the future projects under the Master Plan would be consistent with Rule 223-1 as required by EDCAQMD. Therefore, the impact would be less than significant.

Operations

Project operations would result in the generation of emissions of criteria air pollutants and precursors (ROG, NO_X and PM_{10}). Mobile source emissions would be generated from employee commute vehicles traveling to and from the plan area, maintenance vehicles, as well as the public accessing the plan area. For estimating emissions from the mobile source, the change in VMT due to the repurposing of the existing facilities and new construction was used to evaluate emissions related to operations. As estimated in the 56 Acres Master Plan Transportation Analysis (see Appendix C) buildout of the Master Plan would generate an estimated 1,176 additional daily VMT for both the 56 Acres Master Plan and Multigenerational Center. Refer to Section 3.17, "Transportation/Traffic," for a breakdown of net change in VMT by different land uses. The emissions from other sources were also evaluated from the change in the surface area due to the repurposing of existing facilities and construction of new facilities.

Project operation would result in the generation of long-term operational emissions of ROG, NO_X, and PM_{10} because of area-wide, energy, and mobile sources. Area-wide sources would include the periodic application of architectural coatings, the generation of ROG from the use of consumer products, and landscaping. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips generated by employee commute trips, and visitor trips.

Table 3.3-5 summarizes the operational emissions of criteria air pollutants and precursors due to the 56 Acres Master Plan. Emissions were calculated using CalEEMod and are based on the proposed land use type and number of trips (Appendix A). As shown in Table 3.3-5, proposed project operational-related emissions would not exceed EDCAQMD's thresholds of significance. Hence the impact would be less than significant.

Table 3.3-5 Summary of Maximum Daily Emissions of Ozone Precursors and PM_{10} Associated with 56 Acres Master Plan Project Operational Activities (lb/day)

Operational Sources	ROG	NO_X	PM_{10}
Area	4	<0.1	<0.1
Energy	<0.1	<1	<0.1
Mobile	5	1	1
Total Daily Emissions	**10**	**2**	**1**
EDCAQMD Thresholds	**82**	**82**	**-**
Exceed EDCAQMD Thresholds?	**No**	**No**	**NA**

Notes: See Appendix A for detail on model inputs, assumptions, and project-specific modeling parameters; EDCAQMD = El Dorado County 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, lb/day = pounds per day, – = No adopted threshold
Source: Modeled by Ascent Environmental, Inc. in 2021

Multigenerational Center Project

Less-than-significant impact. El Dorado County is designated as non-attainment for ozone and PM_{10} with respect to the CAAQS (CARB 2020). El Dorado County is also designated as unclassified for ozone and PM_{10} with respect to NAAQS. As shown in Tables 3.3-3 through 3.3-6, the Multigenerational Center would result in construction and operational emissions that would not exceed the thresholds of significance adopted by EDCAQMD.

Construction

See the "Construction" discussion for the Master Plan above that summarizes the types of emissions caused by various construction activities.

Temporary construction-related activities for the proposed Multigenerational Center would include site preparation, grading, building construction, paving, and architectural coatings. Emissions from construction activities were calculated using CalEEMod Version 2020.4.0 with design assumptions provided by the City and CalEEMod defaults where the information was not available. Construction of the Multigenerational Center would begin in early 2022, with demolition and site preparation in 2022, and building construction, paving and architectural coatings would begin in 2023. Full operation of the Multigenerational Center would begin 2024. The existing Recreation and Swim Complex would eventually be demolished as part of the Master Plan and its recreation uses would be moved to the new Multigenerational Center. The construction worker trip numbers and lengths are assumed as CalEEMod defaults. The modeling also assumes EDCAQMD recommended VOC limit of 100 g/l for paints used in architectural coating as the VOC content assumption is not updated for all the regions in CalEEMod. Refer to Appendix A for list of assumptions made for this analysis. Table 3.3-4 summarizes the estimated construction related emissions over two years of construction period.

The maximum daily emissions would not exceed the EDCAQMD's adopted threshold of significance and hence the construction activities of the Multigenerational Center would not have any substantial impact on air quality for which the region is nonattainment under an applicable federal or State ambient air quality standard. Also, the project would not have substantial fugitive dust emissions as the project would be consistent with Rule 223-1 required by EDCAQMD. Therefore, the impact would be less than significant.

Operations

Project operations would result in the generation of emissions of criteria air pollutants and precursors (ROG, NO_X and PM_{10}). Mobile source emissions would be generated from employees' commute vehicles traveling to and from the project site, maintenance vehicles, as well as the public accessing the project area. For estimating emissions from the mobile source, the change in VMT due to the repurposing and new construction of the existing facilities was used to evaluate emissions related to operations. As estimated in the traffic study the project would generate an estimated 1,176 additional daily VMT for both the 56 Acres Master Plan and Multigenerational Center. The daily VMT for Multigenerational Center was estimated to be 796. Refer to Section 3.17, "Transportation/Traffic," for a breakdown of net change in VMT by different land uses. The emissions from other sources were also evaluated from the change in the surface area due to the repurposing of existing facilities and construction of new facilities.

Project operation would result in the generation of long-term operational emissions of ROG, NO_X, and PM_{10} because of area-wide, energy, and mobile sources. Area-wide sources would include the periodic application of architectural coatings, the generation of ROG from the use of consumer products, and landscaping. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips generated by employee commute trips, and visitor trips.

Table 3.3-6 summarizes the operational emissions of criteria air pollutants and precursors due to the Multigenerational Center. Emissions were calculated using CalEEMod and are based on the proposed land use type and number of trips (Appendix A). As shown in Table 3.3-6, proposed project operational-related emissions would not exceed EDCAQMD's thresholds of significance. Hence the impact would be less than significant.

Table 3.3-6 Summary of Maximum Daily Emissions of Ozone Precursors and PM10 Associated with Multigenerational Center Project Operational Activities (lb/day)

Operational Sources	ROG	NO_X	PM_{10}
Area Source	2	<0.1	<0.1
Energy	<0.1	<0.1	<0.1
Mobile	2	1	<1
Total Daily Emissions	**4**	**1**	**<1**
EDCAQMD Thresholds[1]	**82**	**82**	**-**
Exceed EDCAQMD Thresholds?	**No**	**No**	**NA**

Notes: See Appendix A for detail on model inputs, assumptions, and project-specific modeling parameters; EDCAQMD = El Dorado County 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, lb/day = pounds per day, – = No adopted threshold
Source: Modeled by Ascent Environmental, Inc. in 2021

c) Expose sensitive receptors to substantial pollutant concentrations?

56 Acres Master Plan

Less-than-significant impact. Sensitive receptors near the plan area include single-family residences, hotels, a church, and a school. The nearest sensitive receptors to the plan area are single-family residences in the Al Tahoe and Bijou neighborhoods. The closest residences in the Al Tahoe and Bijou neighborhoods are located approximately 50 feet south and 55 feet east of the plan area, respectively. The closest hotel (Hotel Azure) is located across Rufus Allen Boulevard 53 feet east of the plan area. Saint Theresa Catholic Church is located approximately 490 feet south of the plan area, and the athletic facilities and closest buildings of South Tahoe Middle School are located approximately 680 and 1,070 feet south of the plan area, respectively. The TAC that is the focus of this analysis is diesel PM because it is known that diesel PM would be emitted during construction activities under the Master Plan. Particulate exhaust emissions from diesel-fueled engines (i.e., diesel PM) were identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2017). Construction activities would result in short-term emissions of TACs in the form of diesel PM emissions (exhaust PM_{10} and $PM_{2.5}$), which would be less than 2 lb/day for the Master Plan. Refer to Appendix A for modeling results. As described above under items a) and b), the project would not conflict with or obstruct implementation of the applicable air quality plan nor 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.

Construction-related activities that would result in temporary, intermittent emissions of diesel PM would be 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 2 lb/day during construction. A portion of these emissions would be due to haul trucks traveling to and from the site and would not occur in the plan area. In addition, all construction activities would occur during daytime hours, which is when many residents who are employed or are students typically would not be at home, thus limiting exposure from construction-related emissions to these receptors.

Construction-related TAC emissions would not 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 in the plan area; (ii) the relatively short duration of diesel PM-emitting construction activity in the plan area; and (iii) the highly dispersive properties of diesel PM. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Similar to the discussion of construction for the Master Plan, above, construction-related activities for the Multigenerational Center 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 1 lb/day during construction. A portion of these emissions would be due to haul trucks traveling to and from the site and would not occur on the project site. In addition, all construction activities would occur during daytime hours, which is when many residents who are employed or are students typically would not be at home, thus limiting exposure from construction-related emissions to these receptors.

Construction-related TAC emissions would not 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 on the project site; (ii) the relatively short duration of diesel PM-emitting construction activity at the project site; and (iii) the highly dispersive properties of diesel PM. This impact would be less than significant.

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

56 Acres Master Plan

Less-than-significant impact. Occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. Implementation of the Master Plan would not result in the introduction of any new operational sources of odors to the area or the introduction of new sensitive receptors that could be exposed to existing odor sources.

The proposed Master Plan could produce 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, 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.

Land uses that are major sources of odor typically include wastewater treatment and pumping facilities, sanitary landfills, transfer stations, recycling and composting facilities, and various industrial uses such as chemical manufacturing and food processing. The proposed Master Plan does not include any of these land uses and would not generate objectionable odors affecting a substantial number of people. Further, EDCAQMD 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. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The proposed Multigenerational Center could produce 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, 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, EDCAQMD 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.

3.3.3 Cumulative Impacts

The plan area is in the El Dorado County portion of the LTAB, which is designated as non-attainment with respect to the CAAQS for PM_{10} (CARB 2020). Also, El Dorado County is designated as unclassified with respect to the NAAQS for Ozone and PM_{10} (CARB 2020). As discussed under item b), above, project emissions of ozone precursors (i.e., ROG and NO_X) and PM_{10} would not exceed 82 lb/day, which is the mass emissions threshold EDCAQMD recommends for determining whether construction and operation-related emissions would be cumulatively considerable.

The potential for the project to expose sensitive receptors to TACs is discussed under item c), above. This analysis concludes that the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and emissions-generating project activities would be temporary, limiting the potential for exposure to emissions for an extended period, project-related activity would not expose sensitive receptors to substantial levels of pollutants. Even though the projects listed in the cumulative project list in Table 3.21-1 could include diesel PM-emitting activities in close proximity to any of the same sensitive receptors potentially affected by diesel PM-emitting activities associated with the proposed project, the activities would be short-term and temporary. For this reason, project-related emissions of diesel PM would not be cumulatively considerable.

The project would not create objectionable odors affecting a substantial number or people, as discussed under item d), above. None of the projects listed in Table 3.21-1 would include odor-emitting activities in close proximity to any of the same sensitive receptors near the proposed project. For this reason, project-related odorous emissions would not be cumulatively considerable. As described above, the project would not make a considerable contribution to a significant cumulative impact.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. Biological Resources.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Environmental Setting

METHODS

To assess and document existing biological resources in the plan area, a biologist with expertise in Tahoe Basin natural resources reviewed existing data and conducted a reconnaissance field survey. Prior to the field survey, existing data were reviewed to preliminarily identify special-status species and other sensitive resources known or with potential to occur in the plan area vicinity. The data review included: a records search of the California Natural Diversity Database (CNDDB) (CDFW 2021); a list of federally proposed, candidate, threatened, and endangered species that may occur in the project region obtained from the U.S. Fish and Wildlife Service Information for Planning and Consultation system (USFWS 2020); TRPA Geographic Information System (GIS) data; and high-resolution aerial imagery.

Plants and animals may be special-status species due to declining populations, vulnerability to habitat change, or restricted distributions. Special-status species include those species legally protected under the California Endangered Species Act (CESA), federal Endangered Species Act (ESA), or other regulations, as well as species considered sufficiently rare by the scientific community to qualify for such listing. In this document, special-status species are defined as plants and animals in the following categories.

- Species listed or proposed for listing as threatened or endangered under ESA (50 Code of Federal Regulations [CFR] 17.12 for listed plants, 50 CFR 17.11 for listed animals, and various notices in the Federal Register for proposed species) or candidates for possible future listing as threatened or endangered under ESA (75 CFR 69222).
- Species listed or candidates for listing by the State of California as threatened or endangered under CESA (14 Cal. Code Regs., Section 670.5).
- Animals fully protected under the California Fish and Game Code (FGC) (Section 3511 for birds, Section 4700 for mammals, Section 5050 for reptiles and amphibians, and Section 5515 for fish).
- Plants and animals designated as a sensitive, special interest, or threshold species by TRPA (TRPA Code of Ordinances, Chapters 61, 62, and 63).
- Plants listed as rare under the California Native Plant Protection Act (FGC Section 1900 et seq.).
- Plants considered by California Department of Fish and Wildlife (CDFW) to be "rare, threatened or endangered in California" (California Rare Plant Ranks of 1A, presumed extinct in California and either rare or extinct elsewhere; 1B, considered rare or endangered in California and elsewhere; 2A, presumed extinct in California but common elsewhere; and 2B, considered rare or endangered in California but more common elsewhere). Note, that while these rankings do not afford the same type of legal protection as ESA or CESA, the uniqueness of these species requires special consideration under CEQA.
- Animals identified by CDFW as species of special concern.
- Species considered locally significant, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (State CEQA Guidelines Section 15125 (c)) or is so designated in local or regional plans, policies, or ordinances (State CEQA Guidelines, Appendix G).
- Species that otherwise meets the definition of rare or endangered under CEQA Section 15380.

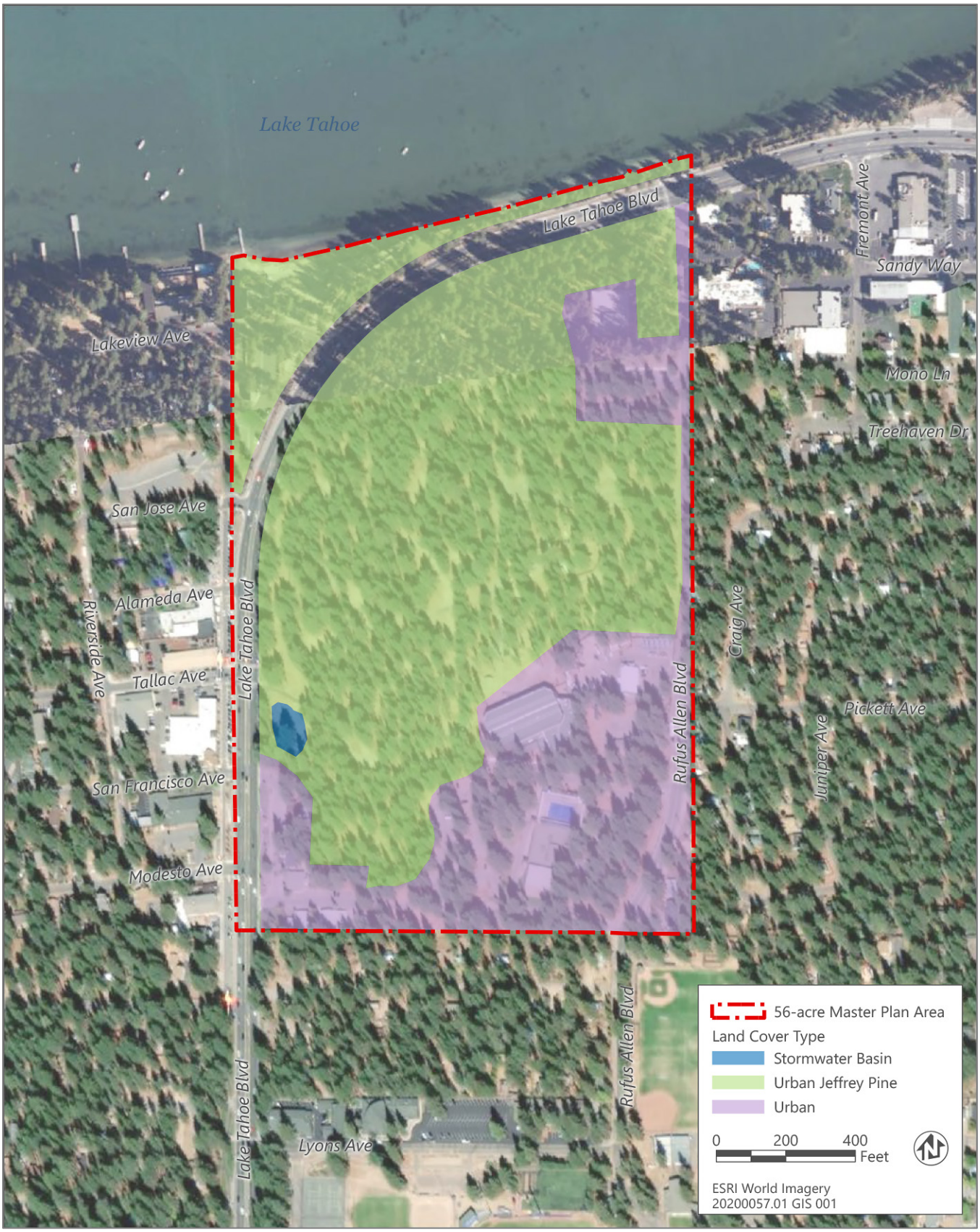
Sensitive habitats include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, the TRPA Goals and Policies and TRPA Code, Section 1602 of the California Fish and Game Code, Section 404 of the Clean Water Act (CWA), the state's Porter-Cologne Water Quality Control Act, and other applicable regulations. Sensitive natural habitat may be of special concern to agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species. Examples of sensitive habitats in the Lake Tahoe Basin include montane riparian, wet meadow, riverine (streams and rivers), and lacustrine (open water).

On September 15 and October 21, 2020, an Ascent Environmental senior biologist conducted a reconnaissance-level field survey of the plan area. During the survey, information about land cover type, hydrology, vegetation stand composition and structure, and habitat suitability for special-status species was evaluated. Other variables examined were proximity of the project site to known sensitive wildlife resources; the plan area's potential to support core breeding areas or movement corridors for wildlife; and sources and levels of existing disturbances.

EXISTING BIOLOGICAL RESOURCES

The 56 Acres Master Plan area is within a commercial core and developed recreation area; the Plan would be implemented mostly on existing developed lands. Land cover types/habitats mapped in the plan area (Figure 3.4-1) are urban Jeffrey pine (*Pinus jeffreyi*) forest (37.5 acres), urban (18.7 acres), and a constructed stormwater basin (0.3 acre). Urban Jeffrey pine forest occurs in developed areas where the understory component of a natural Jeffrey pine community has been mostly eliminated but the overstory component (i.e., mature Jeffrey pine trees) remains mostly intact. Occasional understory species include white fir (*Abies concolor*), greenleaf manzanita (*Arctostaphylos patula*),

bitterbrush (*Purshia tridentata*), Woods' rose (*Rosa woodsii*), and nonnative ornamental/landscaped vegetation. The Campground by the Lake encompasses most of the urban Jeffrey pine land cover in the plan area.



Source: Data adapted by Ascent Environmental in 2020

Figure 3.4-1 Land Cover Types in the 56 Acres Master Plan Area

The area surrounding the plan area core includes commercial and residential development, a major highway corridor (US 50/Lake Tahoe Boulevard) and other roadways, and disturbed conifer forest in fragmented undeveloped areas.

Due to the developed conditions and land uses of the plan area and surrounding areas, the existing level of disturbance on and adjacent to the plan area is high. Wildlife species observed or likely to use the project site are common species associated with urban and residential areas in the Tahoe Basin, including Steller's jay (*Cyanocitta stelleri*), pygmy nuthatch (*Sitta pygmaea*) mountain chickadee (*Poecile gambeli*), western gray squirrel (*Sciurus griseus*), and Douglas' squirrel (*Tamiasciurus douglasii*). Because habitats in the plan area are fragmented and highly disturbed, wildlife species occur there in relatively low abundance and diversity.

Special-Status Species and Sensitive Habitats

Based on review of the CNDDB (CDFW 2021) and TRPA GIS data, no special-status plant or wildlife species have been documented in the plan area. No sensitive biological resources were observed during the field assessment, and no suitable habitat for any special-status plant or animal species is present in the plan area. Due to the high level of human disturbance, habitat degradation, and isolation and small size of natural vegetation patches in the plan area from commercial and urban development, presence of major road corridors, and recreational uses, disturbed Jeffrey pine forest or other habitats in the plan area are not expected to support any special-status wildlife or plant species that may otherwise be associated with these habitats in other settings, or any significant movement corridors or core breeding sites for wildlife.

3.4.2 Discussion

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

56 Acres Master Plan

No impact. As discussed in Section 3.4.1, "Environmental Setting," no special-status plant or animal species are expected to occur regularly in the plan area due to the absence of suitable breeding habitat, high disturbance levels associated with existing urban uses, and no historic documentation of occurrences in the plan area. Therefore, construction and operation of facilities, changes in services and uses, and other features proposed for the Master Plan would result in no impact on special-status plant and animal species.

Multigenerational Center Project

No impact. For the same reasons described above for the Master Plan, construction and operation of facilities for the Multigenerational Center would result in no impact on special-status plant and animal species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

56 Acres Master Plan

No impact. Vegetation types and habitats in the plan area (Figure 3.4-1) are urban Jeffrey pine forest (37.5 acres), urban (18.7 acres), and a constructed stormwater basin (0.3 acre). The plan area does not contain riparian habitat or other sensitive natural communities. Therefore, construction and operation of facilities, changes in services and uses, and other features proposed for the Master Plan would result in no impact on riparian habitat or other sensitive natural community.

Multigenerational Center Project

No impact. For the same reasons described above for the Master Plan, construction and operation of facilities for the Multigenerational Center would result in no impact on riparian habitat or other sensitive natural community.

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?

56 Acres Master Plan

No impact. The plan area does not contain state or federally protected wetlands, other sensitive habitats, or natural hydrologic resources or drainage features. Therefore, construction and operation of facilities for the Master Plan would result in no impact on wetlands.

Multigenerational Center Project

No impact. For the same reasons described above for the Master Plan, construction and operation of facilities for the Multigenerational Center Project would result in no impact on state or federally protected wetlands.

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?

56 Acres Master Plan

Less-than-significant impact. As discussed in Section 3.4.1, "Environmental Setting," wildlife species that regularly use the plan area are common species associated with urban and residential areas in the Tahoe Basin. Because habitats in the plan area are fragmented and highly disturbed, wildlife species occur there in relatively low abundance and diversity. The plan area is within a commercial core and developed recreation area; the Master Plan would be implemented mostly on existing developed lands. For example, the Campground by the Lake encompasses most of the urban Jeffrey pine land cover in the plan area.

The area surrounding the plan area core includes commercial and residential development, a major highway corridor (US 50/Lake Tahoe Boulevard) and other roadways, and disturbed conifer forest in fragmented undeveloped areas. Due to the developed conditions and land uses of the plan area and surrounding areas, the existing level of disturbance on and adjacent to the plan area is high. Therefore, the plan area is not expected to support any significant wildlife nursery sites or provide important animal movement functions; and Master Plan implementation would not create any additional barriers to urban wildlife movement locally or regionally.

As described in Chapter 2, "Project Description," to minimize and avoid potential construction-related loss of active bird nests and comply with California Fish and Game Code Sections 3503 and 3503.5 and the Migratory Bird Treaty Act., a qualified biologist would conduct preconstruction surveys and implement protective measures, if needed, for nesting birds. This measure is incorporated into the project. Therefore, potential project-related effects on nesting birds would be avoided or minimized.

Any potential disturbances to the local or regional movements of common wildlife species from Master Plan implementation would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, any potential effects of construction and operation of facilities for the Multigenerational Center on animal movement or native wildlife nursery sites would be less than significant.

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

56 Acres Master Plan

No impact. Construction of the Multigenerational Center would require removal of a portion of the existing Campground by the Lake, relocation of an existing restroom at the campground, removal of two existing campground buildings (original camp store and garage/storage shed) next to US 50, and utility infrastructure for the new building. The plan area contains an estimated 3,990 trees that are over 8 inches in diameter (Fish, pers. comm.,

2021). Although the precise number of trees by species and size class proposed for removal for the entire plan area has not yet been quantified, at the current level of design for the Multigenerational Center an estimated 309 trees, 97 of which are greater than 14 inches diameter at breast height (Marino, pers. comm., 2021), would require removal for construction of the building and expanded parking lot and for defensible space purposes near the library (see "Multigenerational Center Project" below for further discussion related to tree removal for this component of the proposed project). The site design for the Master Plan components and Multigenerational Center project would carefully consider removal of trees larger than 30 inches in diameter to retain as many as trees as possible and in close coordination with TRPA. The extent of potential tree removal required to construct other facilities in the future under the Master Plan has not been identified. This analysis assumes that some tree removal in addition to that proposed for the Multigenerational Center may be required for the Master Plan. During further design and permitting of projects for the Master Plan, the number of trees by species and size class proposed for removal will be quantified through tree surveys and refined project designs.

Tree removal would not occur within late seral/old growth forest habitat, remove riparian vegetation or other sensitive habitat, or occur in areas outside of the permitted development footprint. Because construction of the Multigenerational Center and other facilities for the Master Plan would be focused within areas subject to high levels of existing disturbances and habitat fragmentation, the removal of native trees would have a relatively minor effect on the surrounding environment. Also, facilities would be constructed in areas that support common tree species such as Jeffrey pine and white fir. Stands that consist of these species and their biological functions, particularly those that are disturbed and within developed or semi-urban landscapes, are not considered threatened or vulnerable to decline in the Tahoe Basin. These trees or stands are not considered critical or limiting to the presence or viability of common or sensitive biological resources in the region. Tree removal required for the Master Plan would not substantially affect breeding productivity or population viability of any species or cause a change in species diversity locally or regionally.

Regardless of the magnitude or biological effects of tree removal, native trees are protected in the Tahoe Basin, with special retention standards and protections for large trees in some land-use designations. TRPA regulates the management of forest resources in the Tahoe Basin to achieve and maintain the threshold standards for species and structural diversity, to promote the long-term health of the resources, and to create and maintain suitable habitats for diverse wildlife species. Tree removal is subject to review and approval by TRPA (TRPA 2012).

TRPA's existing policies and Code provisions address tree removal through site-specific environmental review and permitting; require development and implementation of project-specific measures to minimize or avoid impacts through the design, siting, and permitting process; and require compensatory or other mitigation for any significant effects as a condition of project approval. Specifically, the TRPA Goals and Policies and Code of Ordinances include provisions limiting tree removal and protecting late seral/old growth forests, and TRPA's Rules of Procedure require mitigation for any significant impact as a condition of project approval. Additionally, TRPA cannot approve projects that would cause a significant adverse effect on the late seral/old growth ecosystem threshold standard without appropriate mitigation. Specific provisions for tree removal in the Tahoe Basin are provided in the following chapters and sections of the TRPA Code (TRPA 2012): Chapter 61, Vegetation and Forest Health, Section 61.1, Tree Removal, Section 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction, and Section 61.4, Revegetation; Chapter 36, Design Standards; Chapter 33, Grading and Construction, Section 33.6, Vegetation Protection During Construction; and Chapter 62, Wildlife Resources.

Removal of trees greater than 14 inches in diameter at breast height (dbh) requires review and approval by TRPA. Specifically, applicants must obtain a tree removal permit from TRPA prior to removing trees greater than 14 inches dbh, except for certain cases exempt by the TRPA Code. For example, trees of any size marked as a fire hazard by a fire protection district or fire department that operates under a memorandum of understanding with TRPA can be removed without a separate tree permit. A harvest or tree removal plan is required by TRPA where implementation of a project would cause "substantial" tree removal. Substantial tree removal is defined in Chapter 61 of the TRPA Code as activities on project areas of three acres or more and proposing: (1) removal of more than 100 live trees 14 inches dbh or larger, or (2) tree removal that, as determined by TRPA after a joint inspection with appropriate state or federal forestry staff, does not meet the minimum acceptable stocking standards set forth in Chapter 61.

To protect late seral/old growth ecosystems, with limited exceptions, Section 61.1.4, Old Growth Enhancement Protections, of the TRPA Code prohibits the removal of trees larger than 24 and 30 inches dbh in eastside and westside forest types, respectively, for forest management activities and projects located in lands classified by TRPA as conservation or recreation land use or SEZ. The Master Plan would be implemented within the area designated as "westside" but is not within a TRPA-designated conservation or recreation land use area or SEZ. In addition, trees and vegetation not scheduled to be removed must be protected during construction in accordance with Code Chapter 33, Grading and Construction, Section 33.6, Vegetation Protection During Construction.

Because the number of trees by species and size class proposed for tree removal has not been quantified for the Master Plan, the total number of trees 14 inches dbh or greater proposed for removal and subject to a TRPA tree removal permit has not been identified; accordingly, whether Plan implementation would cause substantial tree removal as defined in Chapter 61 of the TRPA Code has not been determined. As part of the required TRPA approval and permitting process for the proposed Master Plan, the applicant would prepare tree removal plans for TRPA review and approval; and, before the removal of any trees 14 inches dbh or greater, the applicant would secure a tree removal permit from TRPA. For any substantial tree removal (as defined in the TRPA Code), a harvest or tree removal plan would be prepared for TRPA review, as required by the TRPA Code, and implemented upon approval. Therefore, approved Plan-related removal of trees would comply with the tree removal and protection provisions of the TRPA Code.

The plan area is not located within late seral/old growth forest, but rather contains patches of open to moderately dense mid-seral forest; and the removal of trees required for the Master Plan would not substantially change the structure or composition of forest habitat in the plan area vicinity. Therefore, the Master Plan would not conflict with TRPA policies or threshold standards for protecting late seral/old growth forest. Additionally, tree removal or other vegetation disturbances would not substantially reduce the size, continuity, or integrity of any common vegetation community or habitat type or interrupt the natural processes that support common vegetation communities in the plan area. Because the plan area is already disturbed and fragmented considerably, potential Plan-related disturbances to the biological functions of common habitats are not considered substantial.

Through compliance with existing tree removal and protection requirements of the TRPA Code, and because Plan-related tree removal would not substantially degrade biological resources, tree removal required for the Master Plan and permitted by TRPA would not conflict with any tree protection policies or ordinances. Master Plan implementation would result in no impact related to potential conflict with local policies or ordinances protecting trees or other biological resources.

Multigenerational Center Project

Less-than-significant impact. Although the precise number of trees by species proposed for removal has not yet been quantified, at the current level of design an estimated 309 trees, 97 of which are greater than 14 inches diameter at breast height (Marino, pers. comm., 2021), would require removal for construction of the building and expanded parking lot and for defensible space purposes near the library. Thus, because fewer than 100 trees greater than 14 inches dbh are estimated for removal, construction of the Multigenerational Center project would not cause substantial tree removal as defined in Chapter 61 of the TRPA Code. As part of the required TRPA approval and permitting process for the Multigenerational Center, the applicant would prepare tree removal plans for TRPA review and approval; and, before the removal of any trees 14 inches dbh or greater, the City would secure a tree removal permit from TRPA. For any substantial tree removal (as defined in the TRPA Code), a harvest or tree removal plan would be prepared for TRPA review, as required by the TRPA Code, and implemented upon approval. Therefore, approved Plan-related removal of trees would comply with the tree removal and protection provisions of the TRPA Code.

For the same reasons described above for the Master Plan, construction and operation of facilities for the Multigenerational Center Project would result in no impact related to potential conflict with local policies or ordinances protecting trees or other biological resources.

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?

56 Acres Master Plan

No impact. The plan area is not located in an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan. Therefore, construction and operation of facilities, changes in services and uses, and other features proposed for the Master Plan would result in no impact related to the provisions of any adopted or approved conservation plan.

Multigenerational Center Project

No impact. For the same reasons described above for the Master Plan, construction and operation of facilities for the Multigenerational Center Project would result in no impact related to potential conflict with the provisions of any adopted or approved conservation plan.

3.4.3 Cumulative Impacts

The geographic scope for analyzing the cumulative effects on biological resources is the Tahoe Basin. As described in Section 3.4.2, "Discussion," for biological resources, implementation of the Master Plan and the Multigenerational Center project would result in no impact related to special-status species, wetlands and other sensitive habitats, or potential conflict with a local ordinance protecting biological resources or an adopted conservation plan. Any potential project-related disturbances to native habitats, native wildlife nursery sites, or movements of common animal species would not be substantial. No potential impacts on biological resources considered significant and requiring mitigation were identified.

Present and probable future projects that may affect habitat for special-status wildlife and plants, and other biological resources, in the project vicinity include residential and commercial development, recreation facilities and resort development, and vegetation management/fuels reduction projects. Development projects that overlap with native habitats would be expected to have some level of adverse effects on these resources; however, some vegetation management projects may result in long-term habitat enhancement that would benefit some wildlife and botanical species.

When combined with other past, present, and probable future projects with biological effects, implementation of the proposed Master Plan and the Multigenerational Center project would not substantially contribute to an adverse cumulative effect on biological resources. No special-status plant or animal species are expected to occur regularly in the plan area due to the absence of suitable breeding habitat, high disturbance levels associated with existing urban uses, and no historic documentation of occurrences in the plan area. Because habitats in the plan area are fragmented and highly disturbed, native species occur there in relatively low abundance and diversity. The plan area is within a commercial core and developed recreation area; the Master Plan would be implemented mostly on existing developed lands. Additionally, the area surrounding the plan area includes commercial and residential development, a major highway corridor (US 50/Lake Tahoe Boulevard) and other roadways, and disturbed conifer forest in fragmented undeveloped areas. Therefore, the quality and functions of biological resources in the plan area and vicinity would not change substantially with implementation of the Master Plan or the Multigenerational Center project. Additionally, because the Lake Tahoe Basin is recognized as environmentally sensitive, sufficient protections are in place by TRPA, El Dorado County, U.S. Army Corps of Engineers, and Lahontan Regional Water Quality Control Board (Lahontan RWQCB) to require that impacts of this project, and any nearby projects, are minimized. For these reasons, construction and operation of facilities, changes in services and uses, and other features proposed for the Master Plan and the Multigenerational Center project **would not make a considerable contribution** to a cumulative impact on biological resources.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

This contextual background described below draws from the cultural resources report prepared in support of this environmental document, *Historic and Archaeological Resources Report in Support of South Lake Tahoe Master Plan* (PaleoWest 2021).

PREHISTORIC OVERVIEW

Prehistoric occupation of the Lake Tahoe region of northeastern California spans a period of approximately 11,000 years beginning in the late Pleistocene continuing throughout the Holocene. Previous archaeological investigations have defined four distinct complexes associated with the occupation of the region: Tahoe Reach (8,000-10,000 calibrated [cal] before present [BP]), Spooner (5,000-8,000 cal BP), Martis both Early (4,000-6,000 cal BP) and Late (1,350-3,500 cal BP), and Kings Beach both Early (1,500-800 cal BP) and Late (800 cal BP to contact). Early inhabitants of the region where primarily highly mobile hunter-gatherer groups utilizing Late Paleolithic stemmed point tools as well as heavy bifaces, cores, and choppers. Like other regions along the Sierra Nevada range there is a dearth of large assemblages associated with these terminal Paleoindian and Early Archaic occupants who would have lived during the Tahoe Reach and early Spooner complexes.

Conversely, during the late Spooner and through the Early Kings Beach complexes archaeologists have observed a substantial rise in evidence of prehistoric occupations. Increased environmental stability between 2,000-7,000 years ago enabled hunter-gatherer groups in the region shift to more sedentary lifeways while developing new technologies including millingstones and handstones to process a wider diversity of foraged foods. During the late Spooner complex big game hunting reduced while seed processing became a primary subsistence strategy. A continued focus on foraged foods showed throughout the Martis complex with primarily basalt flaked stone tool technologies used for small game hunting to supplement a largely plant-based diet.

Occurring in the Late Martis/Early Kings Beach complex (approximately 1,500-2,000 cal BP) is the appearance of bedrock mortars as acorn intensification became the primary subsistence strategy for most indigenous Californians. An additionally important development during this time was the use bow and arrow technology distinguished by small projectile points made from obsidian and basalt coinciding with an increase in big game hunting and territoriality amongst established hunter gatherer groups.

HISTORIC OVERVIEW

The 56-acre South Lake Tahoe Recreation Area is located within the former community of Al Tahoe. In 1907, Sacramentan Almerin Sprague purchased a 273-acre property with lakeside frontage after recouping from exhaustion at Lake Tahoe in the summer of 1906. His appreciation of the location, climate, and his desire to build his own summer home on the lake eventually lead to the purchase of the 273 acres with plans to create a summer resort community for city dwellers. In less than two years, Sprague constructed a pier, a cottage-plan motel called "Liberty Inn," an apartment house called "Rubicon Cottage," a store and post office, a steam plant for electricity and laundry, and an icehouse. The post office was designated as the Al Tahoe Post Office and from that point forward, the area around the burgeoning resort town was called Al Tahoe. The Al-Tahoe Company sold their real estate holdings to Los Angeles businessman W.J. Wallace in 1917.

Al Tahoe and other resort communities around Lake Tahoe continued to grow and thrive in the 1920s, the pace of which slowed during the Great Depression of the 1930s and during World War II but increased again in the post-World War II years. In 1945, Aram Harootunian purchased the Al Tahoe property and nearby parcels and subdivided new lots. Gaming regulations loosened in the 1950s and casinos were erected just across the state border in Nevada, and in 1956 the Heavenly Valley Ski Resort opened, both less than 2 miles east of Al Tahoe.

The 56-acre South Lake Tahoe Recreation Area was originally part of the Eldorado National Forest, the boundaries of which were formed in 1910 out of the Tahoe and Stanislaus national forests. The El Dorado County Board of Supervisors purchased 60 acres from the Forest Service just south of the south end of Lake Tahoe, including the 56-acre project site, in 1923 to establish a public campground. After purchase in 1923, the Forest Service, Board of Supervisors, and the State Automobile Association sought funds to build the campground and the Forest Service would operate the campground once completed. At some point the Lake Valley Community Club obtained ownership of the property, then a slightly smaller 56 acres, and donated the land back to El Dorado County in April 1959 to be used for recreational and educational purposes. Following the donation, the property was developed with a library, community hospital, recreation center, upgrades to the municipal campground, two public works facilities, and a county vector control office, which is collectively referred to as the South Lake Tahoe Recreation Area.

In November 1965, voters passed incorporation of the City of South Lake Tahoe by more than two-thirds majority. The newly incorporated city combined the communities of Tahoe Valley, Al Tahoe, Bijou, and Stateline over approximately 6 square miles and had a collective population of 8,000 to 10,000 residents. By 1970, the population of the City of South Lake Tahoe increased to nearly 13,000 and reached 21,000 in 2010. Today, the buildings constructed on the 56-acre South Lake Tahoe Recreation Area continue to serve recreational and educational purposes. The original library has since been repurposed into a local museum that moved a log cabin and toll house to the site, the community hospital was converted into a senior center, a new library was constructed in 1983, and a new ice rink was constructed in the early 2000s.

KNOWN RESOURCES

A California Historical Resources Information System (CHRIS) records search was performed at the North Central Information Center (NCIC File #ELD-21-22) to determine the extent to which the plan area had been previously surveyed, as well as the number and type of known cultural resources present within a 0.25-mile radius of the plan area. The CHRIS records search indicates that a total of eight prior cultural resource studies have been completed within the plan area

The CHRIS records search results indicated that no archaeological resources have been previously recorded in the plan area; one built environment feature was previously recorded within the plan area and three previously recorded historic-age resources were recorded within the 0.25-mile search radius. The previously recorded resource in the plan area is a portion of the Campground by the Lake. The three buildings (a caretaker's residence, garage, and storage shed) on the north end of the campground were evaluated and determined ineligible for listing in the National Register of Historic Places.

An archaeological pedestrian survey of the plan area was conducted on April 8, 2021. No archaeological resources were observed. An intensive survey of the built environment within the plan area was conducted on March 25, 2021. Ten historic-age (50 years or older) features were fully documented and evaluated against California Register of Historical Resources (CRHR) criteria. These built-environment features include:

- 3050 South Lake Tahoe Boulevard: South Lake Tahoe Senior Center, constructed 1956, 1987, 1991
- 3058 Lake Tahoe Boulevard: Lake Tahoe Historical Museum, consists of a 1959 building
- 3058 Lake Tahoe Boulevard: consists of a circa-1933 relocated cabin
- 3058 Lake Tahoe Boulevard: Osgood Toll House, consists of an 1859 relocated toll house
- 3062 Lake Tahoe Boulevard: City of South Lake Tahoe Art Building, constructed in 1950
- 3066 Lake Tahoe Boulevard: former Lake Tahoe South Shore Chamber of Commerce and Lake Tahoe Visitor Authority, constructed circa-1956
- 1150 Rufus Allen Boulevard: Campground by the Lake, containing 12 historic-age buildings and structures
- 1150 Rufus Allen Boulevard: Maintenance Yard, containing a historic-age Maintenance Shop
- 1160 Rufus Allen Boulevard: City of South Lake Tahoe Public Works Street Division Corporation Yard, constructed between 1952 and 1955
- 1170 Rufus Allen Boulevard: El Dorado County Vector Control, constructed in 1963

The evaluation concluded that only one building appears to meet CRHR criteria; the Osgood Toll House at the Lake Tahoe Historical Museum at 3058 Lake Tahoe Boulevard appears eligible for listing in the CRHR at the local level under Criterion 1 for its significant association with important events, the development of travel and recreation at Lake Tahoe, and under CRHR Criterion 3 at the state level because it embodies distinctive characteristics of a type, period, and method of construction as an example of a square-log constructed toll house. Therefore, the toll house is a historical resource for the purpose of CEQA.

3.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

56 Acres Master Plan

No impact. The cultural resources report identified **one built environment feature, the** Osgood Toll House located at the Lake Tahoe History Museum, which is eligible for listing in the CRHR; therefore, it is a resource under CEQA. No other built-environment features in the plan area were recommended as eligible. This building would not be demolished or altered as part of the Multigenerational Center project. Therefore, there would be **no impact** on historical resources.

Multigenerational Center Project

No impact. Construction of the Multigenerational Center would require removal of a portion of the existing Campground by the Lake (including tent cabins), relocation of an existing restroom at the campground, and the removal of two existing campground buildings associated with the original camp store. As described above, the Campground by the Lake and its buildings were evaluated for listing in the CRHR and determined to be not eligible. Therefore, these buildings are not resources under CEQA. The existing Recreation and Swim Complex is less than 45-years of age and therefore does not meet the criteria guidance for evaluation under the CRHR and is not considered a resource under CEQA. Therefore, the Multigenerational Center project would have **no impact** on historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

56 Acres Master Plan

Less than significant with mitigation incorporated. The cultural resources study determined that no prehistoric or historic-period archeological resources were found within the plan area, based on the NCIC records search and the pedestrian survey. Nevertheless, the possibility remains that archaeological materials could be encountered during construction-related ground disturbing activities. This impact would be potentially significant.

Mitigation Measure 3.5-1: Unanticipated Discoveries of Archaeological Resources

This mitigation measure applies to the 56 Acres Master Plan.

If a prehistoric archeological site (such as midden soils, stone tools, chipped stone, baked clay, or concentrations of shell or bone) or a historic-period archaeological site (such as structural features, concentrated deposits of bottles, or other historic refuse) is uncovered during grading or other construction activities, all ground-disturbing activity within 100 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. The City will be notified of the potential find and a qualified archaeologist shall be retained to investigate its significance. If the find is a prehistoric archeological site, the appropriate Native American group shall be notified, and Mitigation Measure 3.18-2 shall be implemented. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable regulatory criteria. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed.

If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource, a unique archaeological resource, or tribal cultural resource), the archaeologist shall work with the City to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary. If artifacts are recovered from significant historic archaeological resources, they shall be housed at a qualified curation facility. The results of the identification, evaluation, and/or data recovery program for any unanticipated discoveries shall be presented in a professional-quality report that details all methods and findings, evaluates the nature and significance of the resources, and analyzes and interprets the results.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1 would reduce potential impacts to archaeological resources discovered during project construction activities to a less-than-significant level by requiring preservation options and proper curation if significant artifacts are recovered.

Multigenerational Center Project

Less than significant with mitigation incorporated. See discussion for 56 Acres Master Plan, above.

Mitigation Measure 3.5-2: Unanticipated Discovery of Archaeological Resources

This mitigation measure applies to the Multigenerational Center Project.

Implement Mitigation Measure 3.5-1.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1 would reduce potential impacts to archaeological resources discovered during project construction activities to a less-than-significant level by requiring preservation options and proper curation if significant artifacts are recovered.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

56 Acres Master Plan

Less-than-significant impact. There are no known cemeteries or burials in the plan area. However, because earthmoving activities associated with project construction would occur, there is potential to encounter buried human remains or unknown cemeteries in areas with little or no previous disturbance. California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California PRC Section 5097.

These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. See discussion for 56 Acres Master Plan, above.

3.5.3 Cumulative Impacts

The project would have no impact on historical resources, therefore there would be no cumulative impact and this issue is not discussed further. The geographic scope for the analysis of cumulative impacts to archaeological resources and human remains is the Lake Tahoe Basin, where archaeologists have developed a taxonomic framework describing patterns characterized by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture.

Because all significant cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base. The loss of any one archaeological site could affect the scientific value of others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains in the region. As a result, a meaningful approach to preserving and managing cultural resources must focus on the likely distribution of cultural resources, rather than on a single project or parcel boundary. Euro-American development in the Tahoe Basin since 1858 has resulted in an existing significant adverse effect on archaeological resources and human remains. Cumulative development, including projects described in Table 3.21-1, continues to contribute to the disturbance of cultural resources.

No known unique archaeological resources or human remains are located within the boundaries of the plan area; nonetheless, project-related earth-disturbing activities could damage undiscovered archaeological resources or human remains. Implementation of the Master Plan (including the Multigenerational Center project), in combination with other development in the region, could contribute to ongoing substantial adverse changes in the significance of unique archaeological resources resulting from urban development and conversion of natural lands. Cumulative development could result in potentially significant archaeological resource impacts.

Implementation of Mitigation Measure 3.5-1 and Mitigation Measure 3.5-2 would ensure that the Master Plan's and Multigenerational Center project's contribution to cumulatively significant archaeological resource impacts would not be considerable by requiring construction work to cease in the event of an accidental find and the appropriate treatment of discovered resources, in accordance with pertinent laws and regulations. With implementation of this mitigation measure, the Master Plan's contribution to these impacts would be offset. Further, cumulative development would be required to implement similar mitigation to avoid/reduce impacts to archaeological resources. Compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097 would ensure that treatment and disposition of the remains occurs in a manner consistent with state guidelines and California Native American Heritage Commission guidance. Therefore, the Master Plan **would not have a considerable contribution** to any significant cumulative impact related to archaeological resources or human remains.

3.6 ENERGY

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

3.6.1 Environmental Setting

PHYSICAL SETTING

Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of energy commodities consumed in California is natural gas. In 2018, approximately 34 percent of natural gas consumed in the State was used to generate electricity. Large hydroelectric projects generated approximately 11 percent of the electricity used by the State, and renewable energy from solar, wind, small hydroelectric, geothermal, and biomass combustion generated 31 percent (California Energy Commission 2020).

Electrical service to the City of South Lake Tahoe is provided by Liberty Utilities and Pacific Gas and Electric (PG&E). Natural gas service is provided to the project site by Southwest Gas Corporation. In 2018, PG&E's base power plan's electricity was composed of 39 percent eligible renewable energy resources, as defined by California Energy Commission (CEC), (i.e., biomass combustion, geothermal, small-scale hydroelectric, solar, and wind), 13 percent large-scale hydroelectric resources, and 15 percent natural gas and other fuels (CEC 2019a).

STATE PLANS, POLICIES, LAWS, AND REGULATIONS

Warren-Alquist Act

The 1974 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The act introduced state policy for siting power plants to reduce potential environmental impacts, and additionally sought to reduce demand for these facilities by directing CEC to develop statewide energy conservation measures to reduce wasteful, inefficient, and unnecessary uses of energy. Conservation measures recommended establishing design standards for energy conservation in buildings that ultimately resulted in the creation of the Title 24 Building Energy Efficiency Standards (California Energy Code), which have been updated regularly and remain in effect today. The act additionally directed CEC to cooperate with the Office of Planning and Research, the California Natural Resources Agency (CNRA), and other interested parties in ensuring that a discussion of wasteful, inefficient, and unnecessary consumption of energy is included in all environmental impact reports required on local projects.

State of California Energy Action Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the

2003 California Energy Action Plan (2008 update). The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access (CEC 2019b).

Legislation Associated with Electricity Generation

The State has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018).

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the State's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)4). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency standards will result in a 53 percent reduction in new residential construction as compared to the 2016 California Energy Code. Non-residential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

City of South Lake Tahoe General Plan

The city of South Lake Tahoe adopted the General Plan on May 17, 2011. Planning and zoning in the City of South Lake Tahoe is guided by the City's General Plan, which is implemented through joint Plan Area Statements and Community Plans adopted by the City and TRPA. The policies in this General Plan seek to encourage energy conservation that leads to lowering the carbon footprint of South Lake Tahoe. The following goals and policies would help in improving efficiency use of energy and reduce its wastage (City of South Lake Tahoe 2011).

GOAL LU-5: To revitalize and consolidate existing commercial uses while providing incentives and commodities for new resident- and visitor-serving commercial uses.

- **Policy LU-5.3:** Commercial Center Enhancement

  The City shall encourage the upgrade and/or expansion of existing commercial centers, including improvements to parking and landscaping areas; redesigns to accommodate bicycles, pedestrians, and transit facilities; and remodeling to include "green" technology and improve energy efficiency.

GOAL LU-9: To become a leader in "green" building technology, energy efficiency, emerging technologies, and sustainable development practices in the Lake Tahoe Basin.

- Policy LU-9.4: Energy Efficient City Buildings and Facilities

  The City shall incorporate energy efficiency into all City-owned and operated buildings and facilities.

GOAL PQP-1: To ensure the timely maintenance, expansion, and upgrade of public facilities and services for the entire community.

- Policy PQP-1.9: Comprehensive "Green" Infrastructure Strategies

  The City shall create comprehensive "green" infrastructure strategies to address sustainability objectives in the supply and management of energy, solid waste and materials, water, and wastewater.

GOAL PQP-10: To relocate and consolidate City-owned and operated public buildings while making them more energy efficient.

- Policy PQP-10.2: Energy Efficiency in City Buildings and Facilities

  The City shall incorporate energy efficiency standards into all City-owned and operated buildings and facilities.

GOAL NCR-6: To encourage energy conservation in new and existing developments in order to reduce greenhouse gas emissions, limit their effect on global warming, and to create a more sustainable environment.

- Policy NCR-6.1: Decreasing Reliance on Non-Renewable Energy Sources

  The City shall shift away from reliance on non-renewable sources, should emerging research show net environmental benefits in the use of biofuel.

- Policy NCR-6.3: Local, Clean, and Renewable Energy Support

  The City shall increase energy efficiency, reduce emissions and support local, clean, and renewable energy sources.

- Policy NCR-6.11: Solar Photovoltaic System Program

  The City shall promote voluntary participation in programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.

- Policy NCR-6.14: EPA Energy Star Certified Appliances

  The City shall encourage the use of "EPA Energy Star" certified appliances (e.g., water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units) for new private development and public facilities, where feasible.

City of South Lake Tahoe Climate Action Plan

In 2017, the City passed Resolution 2017-26, Establishing Renewable Energy and Carbon Emissions Reduction Goals. These goals include achieving 50 percent of municipal energy sources from renewable energy by 2025, 100 percent of municipal energy sources from renewable energy by 2032, and 100 percent community energy sources from renewable electricity by 2032. The City's first Climate Action Plan (CAP) was developed and adopted by City Council on October 20, 2020 and serves as a long-term plan to reduce greenhouse gas (GHG) emissions from community activities and improve the reliance on renewable energy, as well as prepare for the impacts of climate change. The goals and policies in the CAP are aligned with the goals and policies mentioned for the General Plan, above.

3.6.2 Discussion

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

56 Acres Master Plan

Less-than-significant impact. Thresholds that define when energy consumption is considered wasteful, inefficient, or unnecessary have not been established in federal or State law or in the State CEQA Guidelines. Future facilities built under the Master Plan would comply with Title 24 Energy Efficiency Standards, which would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. The construction activities associated with implementation of the Master Plan would increase energy consumption but would be temporary and short-term. Operation of the facilities built under the Master Plan would generate an increase in energy consumption from fuel consumption and electricity demand but would not be considered wasteful, inefficient, or unnecessary as the Master Plan is aligned with the City's General Plan and Bijou/Al Tahoe Community Plan for developing a civic and recreational center, reducing the reliance on automobile and improving movement of people, goods, and services.

Construction

Energy would be required to operate and maintain construction equipment and transport construction materials. The one-time energy expenditure required to construct the physical buildings and facilities and infrastructure associated with the proposed project would be non-recoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with construction worker commute trips and vendor haul truck trips.

The energy consumption associated with proposed project construction was estimated by year using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 and off model calculations. Most of the construction-related energy consumption would be associated with off-road equipment and the transport of equipment and waste using on-road haul trucks for all phases of construction. An estimated 92,616 gallons of gasoline and 53,096 gallons of diesel fuel would be used during project construction as shown in Table 3.6-1. Refer to section 3.3, "Air Quality" for details about the methodology and Appendix A for assumptions and modeling results.

Table 3.6-1 Construction-Related Energy Consumption for the Master Plan

Construction Years	Gasoline (gal/year)	Diesel (gal/year)
2025	31,908	18,712
2026	33,829	18,203
2027	26,679	16,127
2028	201	54
Total (All Vehicle Types)	**92,616**	**53,096**

Note: gal/year = gallons per year

Source: Calculations by Ascent Environmental in 2021

The energy needs for project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption for construction would be typical of that associated with similar facilities in the area. Automotive fuels would be consumed to transport construction workers and materials to and from the project site. Energy would be required for construction elements and transport of construction materials. The energy expenditure required to construct the physical infrastructure associated with the project would be non-recoverable. Because the energy consumption related with the construction of the Master Plan would temporary and short-term, it would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. Therefore, the impact would be less than significant.

Operation

The Master Plan would increase energy consumption in the region relative to existing conditions. However, the new buildings would, at a minimum, comply with 2019 Title 24 Building Energy Efficiency Standards. Table 3.6-2 summarizes the estimated energy consumption associated with the first full year of operation in 2040. Energy consumption was estimated using CalEEMod Version 2020.4.0 and off model calculations, like the approach used for the air quality and GHG analyses (see Sections 3.3, "Air Quality," and 3.8, "Greenhouse Gas Emissions").

Table 3.6-2 Annual Operational Energy Consumption of Master Plan at Buildout (2040)

Energy Type	Annual Energy Consumption	Units
On-Site Operations		
Electricity (from the grid)	894	MWh/year
Natural Gas	14,575	therms/year
Transportation		
Gasoline	102,566	gal/year
Diesel	4,087	gal/year

Notes: MWh/year= megawatt-hours per year; gal/year = gallons per year

Source: Calculations performed by Ascent Environmental in 2021

Operation of the Master Plan would include the use of electricity for lighting and use of natural gas for heating. Gasoline and diesel would be used for transportation and delivery of goods to the project site. Energy use would also include the consumption of electricity associated with wastewater treatment and water well pumping, as well as automotive fuels used for solid waste removal.

Title 24 Building Energy Efficiency Standards for 2019 would be integrated into all facilities included in the Master Plan to reduce energy demands. In addition, the proposed project's gasoline and diesel consumption would be subject to state and federal regulations regarding fuel efficiency standards for vehicles. For these reasons, the Master Plan's consumption of electricity, natural gas, gasoline, and diesel would not be considered wasteful, inefficient, or unnecessary.

The City's CAP provides strategies to reduce grid source energy demand with the increased use of renewable energy sources (Measure RE-4). The electricity demand would be met by Liberty Utilities. Liberty Utility's energy sources are consistent with California's RPS program to increase procurement from eligible renewable energy resource to 33 percent of total procurement by 2020, 50 percent by 2026, and 60 percent by 2030. Liberty Utilities has a goal of achieving 75 percent renewable generation capacity by 2023 (Liberty Utilities 2020).

Hence, the Master Plan would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation and the impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center would comply with Title 24 Energy Efficiency Standards, which would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. The construction activities associated with the Multigenerational Center would increase energy consumption but would be temporary and short-term. Operation of the Multigenerational Center would generate an increase in energy consumption from fuel consumption and electricity demand but would not be considered wasteful, inefficient, or unnecessary as the facility is aligned with the City's General Plan and Bijou/Al Tahoe Community Plan for developing a civic and recreational center, reducing the reliance on automobile and improving movement of people, goods, and services.

Construction

Energy would be required to operate and maintain construction equipment and transport construction materials. The one-time energy expenditure required to construct the physical buildings and facilities and infrastructure associated

with the proposed project would be non-recoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with construction worker commute trips and vendor haul truck trips.

The energy consumption associated with construction of the Multigenerational Center was estimated by year using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 and off model calculations. Most of the construction-related energy consumption would be associated with off-road equipment and the transport of equipment and waste using on-road haul trucks for all phases of construction. An estimated 3,574 gallons of gasoline and 12,946 gallons of diesel fuel would be used during project construction as shown in Table 3.6-3. Refer to section 3.3, "Air Quality" for details about the methodology and Appendix A for assumptions and modeling results.

The energy needs for project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption for construction would be typical of that associated with similar facilities in the area. Automotive fuels would be consumed to transport construction workers and materials to and from the project site. Energy would be required for construction elements and transport of construction materials. The energy expenditure required to construct the physical infrastructure associated with the project would be non-recoverable. Since the energy consumption related with the construction of the project would temporary and short-term, it would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. Hence, the impact would be **less than significant**.

Table 3.6-3 Construction-Related Energy Consumption of the of Multigenerational Center

Construction Years	Gasoline (gal/year)	Diesel (gal/year)
2022	174	2,186
2023	3,400	10,760
Total (All Vehicle Types)	**3,574**	**12,946**

Note: gal/year = gallons per year

Source: Calculations by Ascent Environmental in 2021

Operation

The Multigenerational Center would increase energy consumption in the region relative to existing conditions. However, the new buildings would, at a minimum, comply with 2019 Title 24 Building Energy Efficiency Standards. Table 3-8 summarizes the estimated energy consumption associated with the first full year of operation. Energy consumption was estimated using CalEEMod Version 2020.4.0 and off model calculations, which was also used to estimate emissions for the air quality and GHG analyses. Refer to Section 3.3, "Air Quality," for details about the methodology and Appendix A for assumptions and modeling results. Table 3.6-4 shows the annual energy consumption of Master Plan for the buildout year (2024).

Table 3.6-4 Annual Operational Energy Consumption of Multigenerational Center for Buildout (2024)

Energy Type	Annual Energy Consumption	Units
On-Site Operations		
Electricity (from the grid)	260	MWh/year
Natural Gas	2,148	therms/year
Transportation		
Gasoline	3,493	gal/year
Diesel	107	gal/year

Notes: MWh/year = megawatt-hours per year; gal/year = gallons per year

Source: Calculations performed by Ascent Environmental in 2021

Operation of the project would include the use of electricity for lighting and use of natural gas for heating. Gasoline and diesel would be used for on-site auxiliary equipment, utility vehicles, and transportation. Energy use would also include the consumption of electricity associated with wastewater treatment and water well pumping, as well as automotive fuels used for solid waste removal.

Title 24 Building Energy Efficiency Standards for 2019 would be integrated into the project to reduce the project's energy demands. The Multigenerational Center would also install on-site photovoltaic system in some capacity to meet electricity demand as a compliance to the Leadership in Energy and Environmental Design (LEED) certification that the buildings would be applicable for. In addition, the proposed project's gasoline and diesel consumption would be subject to state and federal regulations regarding fuel efficiency standards for vehicles. For these reasons, the project's consumption of electricity, natural gas, gasoline, and diesel would not be considered wasteful, inefficient, or unnecessary. With implementation of LEED standards, the Multigenerational Center would also reserve 5 percent of the parking for electric vehicle charging, which would reduce the fuel consumption related to visiting the project site.

The City's CAP provides strategies to reduce grid source energy demand with the increased use of renewable energy sources (Measure RE-4). The electricity demand would be met by Liberty Utilities. Liberty Utility's energy sources are consistent with California's RPS program to increase procurement from eligible renewable energy resource to 33 percent of total procurement by 2020, 50 percent by 2026, and 60 percent by 2030. It has a goal of achieving 75 percent renewable generation capacity by 2023 (Liberty Utilities 2020).

Hence, the Multigenerational Center would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation and this would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

56 Acres Master Plan

Less-than-significant impact. The objective of the proposed Master Plan is to develop and operate a nationally renowned civic and recreational space for the residents and visitors in the South Lake Tahoe city. Another objective of the plan is to improve pedestrian and bicycle circulation and access, including enhancing pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network. Construction of facilities proposed in the Master Plan would increase the energy consumption but would be temporary. The buildings in the Master Plan would be either repurposed or replaced or newly constructed and these building would be designed to be more energy efficient than the existing buildings in the plan area. Hence, it would not conflict with the State or local plan for renewable energy or energy efficiency.

The Master Plan is proposed to develop a nationally renowned civic space for enjoyment of the visitors and the residents. The Master Plan would be consistent with the Bijou/Al Tahoe Community Plan and the General Plan related to reducing the dependency on automobile and improving the movement of people, goods, and services within the Bijou/Al Tahoe area, and Lake Tahoe region. The General Plan also provides policy direction for the expansion of recreation and civic center facilities within the Bijou/Al Tahoe Community Plan area. The Master Plan would enhance pedestrian and bicycle circulation and access throughout the plan area, including the beach/lakefront area and connections to surrounding destinations and the regional network. This would be consistent with the City's CAP strategy related to transportation, which promotes development of regional and local transit network for tourism, and improvement of the bike and pedestrian network. Also, the buildings proposed under the Master Plan would be designed to be energy efficient and hence would be more energy efficient than the existing buildings in the plan area. This would also be consistent with City CAP strategy related to building energy, which promotes efficient buildings and usage of renewable energy.

In addition, as discussed under item a), above, construction activities for the Master Plan would increase the consumption of diesel and gasoline used by the construction equipment, but this would be short term and temporary use of fuels. Hence, the Master Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The objective of the proposed Multigenerational Center is to develop and operate a nationally renowned civic and recreational space for the residents and visitors in the South Lake Tahoe city. Construction of the Center would increase the energy consumption but would be temporary. In addition, the Multigenerational Center would be designed to meet Leadership in Energy and Environmental Design standards. This would essentially result in adoption on measures that would promote energy efficiency and replacement of conventional sources with renewable energy.

The Multigeneration Center is proposed to be developed as the first stage in developing the civic and recreational hub in City of South Lake Tahoe. As the Multigenerational Center would be a part of the Master Plan, this would also be consistent with the Bijou/Al Tahoe Community Plan and the General Plan and would contribute to reducing dependency on automobile and improving the movement of people, goods, and services within the Bijou/Al Tahoe area, and Lake Tahoe region. The Multigenerational Center project also proposes to maintain pedestrian and bicycle circulation and access, including maintaining connections to surrounding destinations and the regional network. This would be consistent with the City's CAP strategy for transportation, which promotes development of regional and local transit network for tourism, and improvement of bike and pedestrian network. Also, the Multigenerational Center building would be designed to meet LEED standards and would aim to achieve a gold or platinum LEED certification. This would imply that the building would incorporate sustainable features like providing bike facilities, reserving 5 percent of the parking for electric vehicle charging, reducing outdoor and indoor water use, installing on site renewable energy systems, etc. Regardless of which sustainable features the building achieves, the building would be consistent with the City's CAP strategies for transportation, building energy, and water and solid waste.

In addition, as discussed under item a), above, the construction activities would increase the consumption of diesel and gasoline required by the construction equipment, but this would be short term and temporary. Hence, the Multigenerational Center would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the impact would be less than significant.

3.6.3 Cumulative Impacts

The proposed project would result in less-than-significant impacts from the construction and operation of the proposed Master Plan and Multigeneration Center. The construction of facilities under the Master Plan and the Multigenerational Center would result in an increase in the energy consumption, but construction energy use would be temporary and short-term. The operations of both the Master Plan and the Multigenerational Center would also increase energy consumption in the form of electricity, natural gas, gasoline, and diesel fuel use. This would not have a substantial impact as both the buildings would be designed to be more energy efficient with respect to existing buildings in the plan area. In addition, the Multigenerational Center would aim to obtain a gold or a platinum LEED certification, which would indicate the building would reduce energy consumption even further than required by Title 24 Building Energy Efficiency Standards for 2019. Therefore, the Master Plan and Multigenerational Center would not combine with other cumulative projects identified in the cumulative project list (see Table 3.21-1) to result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the Master Plan and Multigenerational Center **would not make a considerable contribution** to a significant cumulative impact related to energy.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Environmental Setting

The Tahoe Basin was formed more than 2 million years ago by a combination of block faulting and damming of the outlet, at the north end of the basin, and by repeated episodes of volcanic activity and glacial advances (Saucedo 2005). The plan area is located in the southern portion of the Tahoe Basin, where Pleistocene-Holocene glacial till and moraines dominate the geology (Saucedo 2005). The existing site topography is flat with a gradual slope towards

Lake Tahoe in the north. The plan area is located in a seismically active area. There are three major fault zones within the Tahoe Basin: the West Tahoe-Dollar Point Fault (the longest at 45 kilometers); the Stateline-North Tahoe Fault; and the Incline Village Fault (Brothers et al. 2009). Relative to the plan area, the West Tahoe-Dollar Point Fault is located approximately 6 miles to the west and runs toward the north, the Stateline-North Tahoe Fault is approximately 11 miles to the north, and the Incline Village Fault is approximately 16 miles to the north. Recent studies indicate that all three of these faults have experienced large rupture events within recent geologic time (Dingler 2007). The nearest mapped Alquist-Priolo Earthquake Fault Zone is located along the Genoa Fault, approximately 5 miles east of the plan area (CGS 2021).

There is one soil type in the plan area: the Christopher-Gefo complex on 0-5 percent slopes (Table 3.7-1; NRCS 2021) which is a loamy coarse sand and gravelly coarse sand. This soil is not rated as a hydric soil. The Christopher-Gefo complex was formed from outwash derived from granodiorite (NRCS 2021). The depth to the water table is over 80 inches (NRCS 2021). The potential for expansive soil is low in the plan area. The erosion hazard is also low. All disturbed soil would be stabilized through ground cover or revegetation at project completion per TRPA Code Section 60.4 and Lahontan RWQCB Tahoe Construction General Permit requirements. Table 3.7-1 provides a summary of the soil map unit and relevant soil characteristics in the plan area.

Table 3.7-1 Soils in the Plan Area

Map Symbol	Soil Name	Soil Expansion Potential	Erosion Hazard[1]
7444	Christopher-Gefo complex 0-5 percent slopes	Low (1 percent linear extensibility)	0.10-0.15

[1] Erosion factors range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

Source: NRCS 2021

Soil liquefaction occurs when ground shaking from an earthquake causes a saturated sediment layer to lose strength and take on the characteristics of a fluid. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking (CGS 2008). Liquefaction poses a hazard to engineered structures. The loss of soil strength can result in bearing capacity insufficient to support foundation loads, increased lateral pressure on retaining or basement walls, and slope instability. The potential for liquefaction, or subsidence and lateral spreading is generally low for the plan area because of the depth to groundwater and relatively dense granular texture of the soils (NV5 2021).

The TRPA Bailey Land Capability System is used to classify the sensitivity of land in the Tahoe Basin. The Land Capability Districts (LCDs) range from 1 to 7, with 1 being the most environmentally sensitive and 7 being most suitable for supporting development. Most of the plan area is classified as LCD 7 man-modified, which is not considered sensitive land. The area adjacent to Lake Tahoe is classified as LCD 1b, one of the most sensitive land classifications. For land within LCD 7, 30 percent of the area is allowed to be covered (i.e., developed with impervious surfaces) and for lands within LCD 1b, 1 percent of the area is allowed to be covered. Existing and proposed coverage in the project area are shown in Table 3.7-2. The plan area currently exceeds the amount of coverage allowed under the TRPA Code. The location of proposed coverage at build-out of the Master Plan and associated the Multigenerational Center Project (Phase 1 of the Master Plan) is shown in Figure 3.7-1. With build out of the Master Plan there would be a net decrease in coverage in the plan area.

Table 3.7-2 Existing and Proposed Coverage in the Plan Area

Land Capability District (LCD)	Allowable Coverage	Plan Area (sq. ft.)	Allowable Coverage (sq. ft.)	Existing Coverage (sq. ft.)[a]	Proposed Coverage (sq. ft.)	Reduction/Increase in Coverage (sq. ft.)
1b	1%	15,200	152	2,724[a]	2,724	0
7	30%	2,493,406	748,021.8	1,148,836[b] (46%)	956,061 (38%)	-192,775
Total		**2,743,113**		**1,151,530**	**958,785**	**-192,775**

Note: sq. ft. = square feet; does not include any coverage associated with US 50

[a] The existing coverage includes an existing stair/ramp at Lakeview Commons that was not included in the TRPA-verified coverage calculation.

[b] This number includes 156,422 sq. ft. of soft coverage.

Source: Cardno 2021; compiled by Ascent Environmental, Inc in 2021



Source: data downloaded from California Department of Conservation in 2011

Figure 3.7-1 Proposed Land Coverage

3.7.2 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

56 Acres Master Plan

Less-than-significant impact. The Alquist-Priolo Act (Public Resources Code Sections 2621– 2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The plan area is not located in an Alquist-Priolo Earthquake Fault Zone. The nearest mapped Alquist-Priolo Earthquake Fault Zone is located along the Genoa Fault, approximately 5 miles to the east of the plan area (CGS 2021). No known faults are mapped as crossing or trending towards the plan area; therefore, the potential for surface rupture at the site is considered low. Earthquakes centered on regional faults in the area, such as the West Tahoe Fault or Genoa Fault, would likely result in higher ground motion at the site than earthquakes centered on smaller faults that are mapped closer to the site. The buildings associated with the Master Plan would be designed in accordance with current seismic design standards included in the 2019 California Building Code Section 1613 and in accordance with American Society of Civil Engineers (ASCE) standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, this impact would be less than significant.

ii) Strong seismic ground shaking?

56 Acres Master Plan

Less-than-significant impact. As indicated in item a-i), the plan area could experience seismic shaking due to its proximity to regional fault systems. However, the plan area is not located on a known fault and to avoid substantial adverse effects due to seismic shaking, the buildings associated with the Master Plan would be constructed in accordance with the 2019 California Building Code Section 1613 and with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. Therefore, impacts related to strong seismic shaking would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, this impact would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

56 Acres Master Plan

Less-than-significant impact. Soil type, depth to groundwater, and intensity of seismic ground motions are factors that determine the potential for liquefaction. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking (CGS 2008). It is unlikely that liquefaction could occur in the plan area based on the soil type and the over 80-inch depth to groundwater. The proposed buildings in the Master Plan would be designed and constructed in accordance with the 2019 California Building Code Section 1613 and with ASCE standards that are intended to reduce the risk of injury or property damage from seismic hazards, including liquefaction. The 2019 California Building Code (CBC), states that all structures would be designed to resist earthquake motions in

accordance with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. Impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The lake terrace deposits underlying the plan area have a low potential for liquefaction (NV5 2021). For this reason and the reasons described above for the Master Plan, this impact would be less than significant.

iv) Landslides?

56 Acres Master Plan

Less-than-significant impact. A landslide or mudslide is the downhill movement of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. The majority of the plan area is located in a relatively flat area that does not contain any steep slopes; therefore, it is not subject to landslides and there would be no impact. The cantilevered boardwalk associated with Lakeview Commons Phase 2 would be located on a steep slope directly adjacent to Lake Tahoe. After detailed design plans are prepared for the boardwalk, the City would obtain permits from TRPA and would be subject to subsequent environmental review by TRPA to review the proposed slope stabilization, erosion control, and stormwater infiltration BMPs prior to approval of the project to minimize the risk of landslide. Therefore, the impact would be less than significant.

Multigenerational Center Project

No impact. For the same reasons described above for the Master Plan, there would be no impact.

b) Result in substantial soil erosion or the loss of topsoil?

56 Acres Master Plan

Less-than-significant impact. Grading associated with implementation of the Master Plan could result in exposure of soil to wind and water erosion until the site is effectively stabilized or revegetated. To minimize erosion potential during construction, Lahontan RWQCB, TRPA and City of South Lake Tahoe would require implementation of best management practices (BMPs), a dewatering plan (if groundwater is encountered), and revegetation specifications. Temporary and permanent BMPs, as required by TRPA Code Section 60.4, minimize the potential for soil erosion and the potential for the loss of topsoil. Additionally, grading associated with the Master Plan would be required by the Lahontan RWQCB to obtain coverage under the Construction General Permit (Order No. R6T-2016-0010) and would require a storm water pollution prevention plan (SWPPP), which would document the erosion and sediment-control measures (e.g., management, structural, and vegetative controls) that would be required for all construction activities. Grading operations would be required to eliminate direct routes for conveying runoff to drainage channels, and specific measures would be required for stabilizing soils before winter (October 15). Implementation of the required BMPs and compliance with General Permit Order No. R6T-2016-0010 would reduce the potential for soil erosion and loss of topsoil to a less-than-significant level. The long-term potential for soil erosion from stormwater runoff is addressed in Section 3.10, "Hydrology and Water Quality." The cantilevered boardwalk associated with Lakeview Commons Phase 2 would be located on a steep slope directly adjacent to Lake Tahoe. After detailed design plans are prepared for the boardwalk, the City would obtain permits from TRPA and would need to comply with all previously stated regulations. Additionally, the boardwalk would be subject to subsequent environmental review by the TRPA to review the proposed slope stabilization, erosion control, and stormwater infiltration BMPs prior to approval of the project to minimize erosion.

Implementation of the Master Plan would not affect impervious area (coverage) in sensitive lands. It would result in a decrease in coverage of approximately 93,000 sq. ft. Even with a reduction in coverage, the proposed coverage within Land Capability District 7 would still exceed the percent allowable as determined by the TRPA; however, because there would be a net reduction in coverage, this impact would be less than significant when compared to existing conditions.

Multigenerational Center Project

Less-than-significant impact. Like the requirements described above for the Master Plan, the Multigenerational Center Project would also be required to implement temporary and permanent BMPs as required by the TRPA and the City of South Lake Tahoe. Because the project would disturb over 1 acre of soil, it would need to comply with the Construction General Permit (Order No. R6T-2016-0010), which requires a SWPPP that documents project specific erosion and sediment control measures. For these reasons, this impact would be less than significant.

The Multigenerational Center would result in 137,214 sq. ft. of coverage in Land Capability District 7. Because the Center is a part of the larger plan area, the percent of coverage on the parcel for just the Center coverage associated with the Multigenerational Center is included in the net change in coverage associated with the Master Plan. New coverage associated with construction of the Multigenerational Center would be offset by reductions in land coverage resulting from removal of the existing recreation center, El Dorado County vector control facilities, and a reduction in the coverage associated with the City public works maintenance yard, and campground. TRPA would verify all existing and proposed coverage, and confirm the Center complies with TRPA land coverage requirements (TRPA Code Chapter 30) prior to issuing a permit for the Center. While the Multigenerational Center would result in new coverage, that coverage would be offset by reductions elsewhere in the plan area and the coverage associated with the project would comply with TRPA Code requirements intended to avoid erosion resulting from the creation of land coverage. This impact would be less than significant.

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?

56 Acres Master Plan

Less-than-significant impact. As discussed in item a-iv), above, implementation of the Master Plan would not result in on- or off-site landslide. Linear extensibility of the soil in the plan area is 1.0 percent; therefore, the lateral spreading potential is very low (NRCS 2021). Subsidence is the motion of the surface of the earth as it shifts downward and is commonly caused by groundwater pumping. No groundwater pumping is proposed as part of the Master Plan that could result in subsidence. As discussed in item a-iii), above, it is unlikely that liquefaction could occur in the event of a large magnitude earthquake based on the soil type associated with the plan area. Collapsible soils are generally dry, low density, silty soils with high void space between the soil grains. The Christopher-Gefo complex soil present in the plan area is a loamy coarse sand and therefore is not likely to collapse. Section 1613 of the 2019 CBC states that all structures would be designed to resist earthquake motions in accordance with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. The project would comply with existing codes and requirements and impacts associated with unstable soils would be less than significant.

Multigenerational Center Project

Less-than-significant impact. A geotechnical report prepared for the Multigenerational Center concluded that the site is suitable for the proposed development and that no highly compressible or potentially expansive soil conditions were encountered (NV5 2021). For the same reasons described above for the Master Plan, this impact would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

56 Acres Master Plan

Less-than-significant impact. Linear extensibility can be used to determine the shrink-swell or expansive potential of soils. As discussed in item c), the linear extensibility of the soil in the plan area is 1.0 percent, and therefore the expansive potential of the soil is low (NRCS 2021). Risks to life or property related to expansive soils would be less than significant.

Multigenerational Center Project

Less-than-significant impact. A geotechnical report prepared for the Multigenerational Center stated that no potentially expansive soil conditions were encountered, and the site is suitable for the proposed development (NV5 2021). For this reason and the reasons described above for the Master Plan, this impact would be less than significant.

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?

56 Acres Master Plan

No Impact. Implementation of the proposed Master Plan would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

Multigenerational Center Project

No impact. For the same reasons described above for the Master Plan, there would be no impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

56 Acres Master Plan

Less-than-significant impact. Paleontological resources are evidence of once-living organisms preserved in the geologic record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., tracks, burrows, prints) that are more than 5,000 years old. There are no known paleontological resources or unique geologic features in the plan area or in the region. Surfaces in the Tahoe Basin were created by geologic uplift and generally 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 paleontological resources. Because of the low likelihood of the plan area to contain paleontological resources, the impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, there would be a less-than-significant impact.

3.7.3 Cumulative Impacts

The cumulative context for geology and soils is the Tahoe Basin. Impacts related to seismic and other geologic and soils hazards are localized in nature and do not accumulate to cause broader environmental consequences. For example, implementation of the Master Plan components would not increase or decrease the effects of expansive soils on the adjacent parcel. Therefore, implementation of the proposed Master Plan and Multigenerational Center project would have no cumulative impact relative to unstable geology or expansive soils.

Ground disturbance in the areas has the potential to result in a cumulative impact due to erosion. The Master Plan and Multigenerational Center project and the cumulative projects listed in Table 3.21-1 would be required to comply with regulations set forth by the City, TRPA, and Lahontan RWQCB to minimize erosion. Implementation of the required erosion and sediment controls would prevent a significant increase in soil erosion. Therefore, implementation of the proposed Master Plan and Multigenerational Center project together with the cumulative projects listed in Table 3.21-1 would result in less-than-significant cumulative effects related to soil erosion or loss of topsoil and **would not be cumulatively considerable**.

The Bailey land classification system (Bailey 1974) provides guidance for land development within the Lake Tahoe Basin. This system directs development toward the most capable soils and protects more sensitive areas. Implementation of the proposed Master Plan and construction of the Multigenerational Center and many of the cumulative projects would create additional land coverage within the cumulative analysis area. However, all projects

within the Tahoe Basin are required to comply with TRPA land coverage regulations. Although development prior to the implementation of the Bailey land classification system resulted in an adverse cumulative condition relative to land coverage, TRPA's existing regulatory framework is structured to protect soil resources and reduce land coverage in sensitive LCDs. Implementation of the Master Plan would result in a reduction in 92,991 sq. ft. of coverage in the plan area compared to existing conditions. Therefore, the contribution of the Master Plan and Multigenerational Center project to cumulative land coverage impacts would not be cumulatively considerable.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

SCIENTIFIC BASIS OF GREENHOUSE GASES AND CLIMATE CHANGE

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. 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. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of GHGs in excess of natural ambient concentrations are believed to be 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 (IPCC 2014:3, 5).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013:467).

The quantity of GHGs that ultimately result in climate change is not precisely known; but is enormous; 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 cumulative.

GREENHOUSE GAS EMISSION SOURCES

GHG emissions are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (CARB 2017a).

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2017a). Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water), respectively, two of the most common processes for removing CO_2 from the atmosphere.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32, was signed into law. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that (a) the statewide greenhouse gas emissions limit remain in effect unless otherwise amended or repealed, (b) the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020, and (c) [CARB] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020 [California Health and Safety Code, Division 25.5, Part 3, Section 38551]. For the purposes of AB 32 and other legislation in California, GHGs are expressed in carbon-dioxide-equivalent (CO_2e). CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Executive Order B-30-15

On April 20, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under Executive Order S-3-05 to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, SB 32 and AB 197 were signed into law, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Climate Change Scoping Plan and Updates

In December 2008, CARB adopted its first version of its Climate Change Scoping Plan, which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, CARB released and subsequently adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014). After releasing multiple versions of proposed updates in 2017, CARB adopted

the next version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) in December of that same year (CARB 2017b). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017b:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017b). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017b:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions because of a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change. The latest 2022 Scoping Plan Update aims to assess progress towards achieving the Senate Bill 32 2030 target and lay out a path to achieve carbon neutrality by no later than 2045.

Senate Bill X1-2, the California Renewable Energy Resources Act of 2011 and Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014–2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

El Dorado County Air Quality Management District

The El Dorado County Air Quality Management District (EDCAQMD) has not adopted specific thresholds of significance for analyzing GHG emissions under CEQA. At present, the Sacramento Metropolitan Air Quality Management District (SMAQMD) along with a committee of EDCAQMD and other regional air districts (i.e., Placer County Air Pollution Control District [PCAPCD], Feather River Air Quality Management District, and Yolo-Solano Air Quality Management District) use guidance from the California Air Pollution Control Officers Association to develop draft threshold concepts for evaluating project-level GHG emissions. 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 PCAPCD has developed thresholds of significance for analyzing climate change impacts in consideration of this strategy. PCACPD has adopted a 10,000 and 1,100 metric tons of carbon dioxide equivalent ($MTCO_2e$) bright-line thresholds of significance for analyzing construction and operational emissions, respectively. In lieu of adopted thresholds of significance governed by EDCAQMD and Tahoe Regional Planning Agency (TRPA), these thresholds of significance were applied to the project.

City of South Lake Tahoe Climate Action Plan

In 2017, the City passed Resolution 2017-26, Establishing Renewable Energy and Carbon Emissions Reduction Goals. These goals include achieving 50 percent of municipal energy sources from renewable energy by 2025, 100 percent of municipal energy sources from renewable energy by 2032, and 100 percent of community energy sources from renewable electricity by 2032. The resolution additionally outlines the emissions reduction targets of a 50 percent reduction in community-wide emissions by 2030 and an 80 percent reduction in community-wide emissions by 2040. After establishing these reduction targets, the City completed a community-wide GHG emissions inventory to identify the emissions-generating sources in the community. This inventory was used as the foundation for developing the City's first Climate Action Plan, and City Council adopted it on October 20, 2020. It serves as a long-term plan to reduce GHG emissions from community activities and prepare for the impacts of climate change.

City of South Lake Tahoe General Plan

GOAL NCR-5: To incorporate air quality improvements and emission reductions directly with land use and transportation planning.

- **Policy NCR-5.12:** Greenhouse Gas Emission Reductions Support

  The City shall support local, TRPA, and statewide efforts to reduce emission of greenhouse gases linked to climate change.

- **Policy NCR-5.13:** Citywide Greenhouse Gas Emission Inventory

  The City shall develop a citywide greenhouse gas emission inventory and establish regular time frames for updating the inventory.

- **Policy NCR-5.14:** Greenhouse Gas Emission Reduction Target

  The City shall establish a greenhouse gas emission reduction target consistent with AB 32 and SB 375 reduction efforts.

- **Policy NCR-5.15:** Carbon Emission Analysis and Mitigation

  The City shall analyze and mitigate significant increases in carbon emissions during project review pursuant to the California Environmental Quality Act.

GOAL NCR-6: To encourage energy conservation in new and existing developments in order to reduce greenhouse gas emissions, limit their effect on global warming, and to create a more sustainable environment.

- **Policy NCR-6.1:** Decreasing Reliance on Non-Renewable Energy Sources

  The City shall shift away from reliance on non-renewable sources, should emerging research show net environmental benefits in the use of biofuel.

- **Policy NCR-6.2:** Greenhouse Gas Emission Reduction Strategy

  The City shall develop a comprehensive strategy to reduce GHG emissions and climate impacts.

- **Policy NCR-6.20:** Protection from Climate Change

  The City shall develop strategies to protect the city from the impacts of climate change, such as reduced snowpack, lower lake levels, and natural disasters.

Thresholds of Significance

Since EDCAQMD has not adopted a threshold of significance for evaluating operational emissions of GHGs within El Dorado County, it recommends using PCAPCD's bright-line threshold of significance of 10,000 $MTCO_2e$/year and a de minimis threshold of significance of 1,100 $MTCO_2e$/year to determine whether a project's construction and operations would have significant GHG impact. Using this threshold of significance, the project would result in a significant impact to climate change if:

- The operational GHG emissions exceeded the De Minimis Level of 1,100 $MTCO_2e$ for the full buildout year.
- The construction GHG emissions exceeded bright-line threshold of 10,000 $MTCO_2e$/year.

3.8.2 Discussion

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

56 Acres Master Plan

Less-than-significant impact. The Master Plan would result in GHG emissions due to its construction and operational activities. EDCAQMD 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. The Master Plan would not exceed the threshold of significance of 10,000 and 1,100 $MTCO_2e$ per year for construction and operational activities. Thus, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Temporary construction-related activities for the proposed Master Plan would include 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 City of South Lake Tahoe and CalEEMod defaults where the information was not available. Due to the long-term horizon of the Master Plan, the exact timing and duration of construction activities for various land uses is unknown. Therefore, CalEEMod default phasing and duration of construction activities were used to provide an estimate of potential construction emissions. CalEEMod estimates a construction duration of four years based on the size and types of land uses under the Master Plan. Construction would likely occur up to 20 years, but construction emissions were conservatively modeled to occur over a four-year period to avoid understating the maximum annual emissions. Construction of other facilities under the Master Plan would be expected to occur after the construction of the Multigenerational Center; therefore, early 2025 was assumed as the start date for construction. It should be noted that this construction scenario is intended to provide a representative analysis of maximum construction emissions that could occur under a rapid buildout of the Master Plan although buildout of the Master Plan is planned to occur over a 20-year period. Therefore, full operation of the Master Plan was assumed to be in 2040.

Existing land uses in the plan area include an ice arena, campgrounds and cabins, historical museum, library, senior center, art center, chamber office, park and outdoor event spaces, maintenance yards, vector control facility, and fire training facility. Under the Master Plan, a new civic center and new outdoor recreation and event space would be constructed, and the fire training facility, vector control, and the two maintenance yards would be relocated. The modeling evaluates GHG emissions from construction of new and expanded uses in the plan area. The construction worker trip numbers and lengths were estimated based on CalEEMod default values. Table 3.8-1 summarizes the estimated construction-related annual GHG emissions over four years of construction. Refer to Appendix A of this document for detailed modeling assumptions and results.

Table 3.8-1 Summary of Greenhouse Emissions Associated with Master Plan Project Construction Activities ($MTCO_2e$/year)

Year	GHG Emissions
2025	795
2026	795
2027	644
2028	3
Maximum	**795**
PCAPCD Thresholds[1]	**10,000**
Exceed Thresholds?	**No**

Notes: PCAPCD = Placer County Air Pollution Control District, GHG = greenhouse gas, $MTCO_2e$ = metric tons of carbon dioxide equivalents

[1] EDCAQMD does not have an adopted threshold for GHG emissions but recommends using the PCAPCD Threshold of Significance of 10,000 $MTCO_2e$/year.

Source: Modeled by Ascent Environmental, Inc. in 2021

As shown in Table 3.8-1, maximum annual GHG emissions would reach 795 $MTCO_2e$/year, which would be well below the applicable emissions thresholds of 10,000 $MTCO_2e$/year.

The Master Plan would also result in GHG emissions from operational activities from new and expanded land uses. Operations would result in mobile-source GHG emissions associated with vehicle trips to and from the project (i.e., project-generated vehicle miles traveled [VMT]); 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.

The daily VMT in the traffic analysis shows the change in VMT from the existing uses and was estimated as 1,176 net daily VMT for both the Master Plan and Multigenerational Center. Refer to Table 3.17-1 in Section 3.17, "Transportation," for a breakdown of net change in VMT by different land uses. Table 3.8-2 provides a summary of operational emissions estimated for the proposed Master Plan. Refer to Appendix A for a detailed description of all calculations, model runs, and assumptions used to support the modeling. As shown in Table 3.8-2, annual GHG emissions would reach 504 $MTCO_2e$/year, which would be well below the applicable emissions threshold of 1,100 $MTCO_2e$/year.

Since operation and construction of the Master Plan would result in annual GHG emissions below the applicable thresholds, the impact would be less than significant.

Table 3.8-2 Summary of Annual Greenhouse Gas Emissions Associated with Master Plan Project Operation ($MTCO_2e$/year)

Operational Source	GHG Emissions
Area	<0.1
Energy	135
Mobile	193
Waste	78
Water	79
Total Annual Emissions	**485**
Applicable Thresholds[1]	**1,100**
Exceed Thresholds?	**No**

Notes: PCAPCD = Placer County Air Pollution Control District, GHG = greenhouse gas, $MTCO_2e$ = metric tons of carbon dioxide equivalents

[1] EDCAQMD does not have an adopted threshold for GHG emissions but recommends using PCAPCD's Threshold of Significance of 1,100 $MTCO_2e$/year.

Source: Modeled by Ascent Environmental, Inc. in 2021

Multigenerational Center Project

Less-than-significant impact. Temporary construction-related activities for the proposed Multigenerational Center would include site preparation, grading, building construction, paving, and architectural coatings. GHG emissions from construction activities were calculated using CalEEMod Version 2020.4.0 with design assumptions provided by the City of South Lake Tahoe and CalEEMod defaults where the information was not available. The construction start date for the Multigenerational Center would be in early 2022. Demolition and site preparation would occur in 2022, and building construction, paving, and architectural coatings would be completed in 2023. Full operation of the Multigenerational Center would begin 2024. The existing Recreation and Swim Complex would eventually be demolished as part of the Master Plan, but its recreation uses would be moved to the new Multigenerational Center as soon as the Center is operational. The construction worker trip numbers and lengths are assumed as CalEEMod defaults. Table 3.8-3 summarizes the estimated construction-related annual GHG emissions over a year of the construction period. Refer to Appendix A of this document for detailed modeling results.

As shown in Table 3.8-3, maximum annual GHG emissions would reach 240 $MTCO_2e$/year, which would be well below the applicable emissions thresholds of 10,000 $MTCO_2e$/year.

The Multigenerational Center would also result in GHG emissions from its operational activities. Operational emissions would result from mobile-sources associated with vehicle trips to and from the project (i.e., project-generated VMT); area-source emissions from operation of landscape maintenance equipment; energy-source emissions from natural gas and electricity; 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.

Table 3.8-3 Summary of Greenhouse Emissions Associated with Multigenerational Center Project Construction Activities ($MTCO_2e$/year)

Year	GHG Emissions
2022	35
2023	240
Maximum	240
SMAQMD Thresholds[1]	10,000
Exceed Thresholds?	No

Notes PCAPCD = Placer County Air Pollution Control District, GHG = greenhouse gas, $MTCO_2e$ = metric tons of carbon dioxide equivalents

[1] EDCAQMD does not have an adopted threshold for GHG emissions but recommends using PCAPCD's Threshold of Significance of 10,000 $MTCO_2e$/year.

Source: Modeled by Ascent Environmental, Inc. in 2021

The daily VMT for Multigenerational Center was estimated to be 796. Refer to Table 3.17-1 in Section 3.17, "Transportation" for the breakdown of net change in VMT by different land uses. Table 3.8-4 provides a summary of operational emissions for the proposed Multigenerational Center. Refer to Appendix A for a detailed description of all calculations, model runs, and assumptions used to support the modeling. As shown in Table 3.8-4, annual GHG emissions would reach 276 $MTCO_2e$/year, which would be well below the applicable emissions threshold of 1,100 $MTCO_2e$/year.

Table 3.8-4 Summary of Annual Greenhouse Gas Emissions Associated with Multigenerational Center Operation ($MTCO_2e$/year)

Operational Source	GHG Emissions
Area	<0.1
Energy	75
Mobile	54
Waste	184
Water	12
Total Annual Emissions	326
Applicable Thresholds[1]	1,100
Exceed Thresholds?	No

Notes: PCAPCD = Placer County Air Pollution Control District, GHG = greenhouse gas, $MTCO_2e$ = metric tons of carbon dioxide equivalents

[1] EDCAQMD does not have an adopted threshold for GHG emissions but recommends using PCAPCD's Threshold of Significance of 1,100 $MTCO_2e$/year.

Source: Modeled by Ascent Environmental, Inc. in 2021

Because operation and construction of the Multigenerational Center would result in annual GHG emissions below the applicable threshold and it would not conflict with State or local policies for reducing GHG emissions, the impact would be less than significant.

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

Master Plan Project

Less-than-significant impact. The Master Plan proposes to build facilities to promote recreational activities in the area. As described in item a), above, the GHG emissions would not exceed PCAPCD's threshold of significance, as recommended by EDCAQMD. Because PCAPCD's threshold of significance is based on the State's SB 32 2030 goal, the Master Plan would not interfere with State's GHG reduction goals.

The Master Plan is consistent with South Lake City's General Plan and Bijou/Al Tahoe Community Plan and the underlying goal of reducing the dependency on automobile and improving the movement of people, goods, and services within the Bijou/Al Tahoe area, and Lake Tahoe region. The Master Plan also commits to improving pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional transportation network. The improvement in the pedestrian and bike access would also reduce the dependency on the automobiles and would reduce the GHG emissions from automobile use associated with the Master Plan. The buildings proposed under the project would be designed to current building codes and hence would be more energy efficient than the buildings built earlier in that area. This would help in creating more sustainable infrastructure in the area and would be consistent with the City of South Lake Tahoe's Climate Action Plan's building energy, transportation, water and solid waste goals. Hence, the Master Plan's construction and operation activities would not conflict with the State plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center proposes to build a recreational center with aquatics facilities to promote recreational activities in the area. The proposed project would generate GHG emissions due to its construction and operation activities. As mentioned in item a), above, the GHG emissions would not exceed PCAPCD's threshold of significance. Since PCAPCD's threshold of significance is consistent with the State's SB 32 2030 goal, the project would not interfere with State's carbon reduction goal.

The Multigenerational Center project would be consistent with South Lake City's General Plan and Bijou/Al Tahoe Community Plan and their goal of reducing the dependency on automobile and improving the movement of people, goods, and services within the Bijou/Al Tahoe area and Lake Tahoe region. The reduction in dependency on the automobile would help in reducing the GHG emission associated with it. The project also commits to improving pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network. The improvement in the pedestrian and bike access would also reduce the dependency on the automobiles and would reduce the GHG emissions from automobile use associated with the Multigenerational Center. The building proposed under the Multigenerational Center would aim to achieve gold or platinum LEED certification and would include sustainable features like providing bike facilities, reserving 5 percent of the parking for electric vehicle charging, reducing outdoor and indoor water use, installing on site renewable energy systems, etc. The incorporation of sustainable features into the building design would help to reduce the overall GHG emitted from operation of the Multigenerational Center. This would also be consistent with the City of South Lake Tahoe's Climate Action Plan's building energy, transportation, water, and solid waste goals. Thus, the project's construction and operation activities would not conflict with State plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This impact would be less than significant.

3.8.3 Cumulative Impacts

Impacts from GHGs are inherently cumulative from the standpoint of CEQA. As discussed under item a), above, annual construction GHG emissions for the Master Plan and Multigenerational Center would be well below the applicable emissions thresholds of 10,000 $MTCO_2e$/year. Furthermore, Master Plan and Multigenerational Center operational GHG emissions would not exceed the most applicable mass emission thresholds of 1,100 $MTCO_2e$/year, which was developed to show consistency with the GHG emissions reduction targets in SB 32. Both the Master Plan and the Multigenerational Center would also be consistent with State and local plans and policies to reduce GHG emissions. Therefore, for the above-mentioned reasons, the proposed project's construction and operational GHG emissions **would not result in a considerable contribution** to a cumulative impact related to GHG emissions.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

The plan area currently includes a parks maintenance facility within the campground and City public works maintenance yard located northwest of the ice arena. The property is used as a maintenance and parking facility for vehicles used in road maintenance and improvement including snowplows, wheel loaders, and dump trucks. These facilities use and store the types of hazardous materials typical of a municipal maintenance facility, such as fuel, oil, paint, solvents, and household cleaners. Currently, an aboveground storage tank for diesel fuel is located at the Public Works maintenance yard. The El Dorado County Vector Control Facility stores pesticides. Hazardous materials that are stored at the Recreation and Swim Complex include pool maintenance chemicals and household cleaners.

Several buildings that are proposed for removal as part of the Master Plan were constructed prior to 1978 and, thus, have the potential to contain asbestos-containing building materials and lead-based paint. Construction of the building at the public works maintenance yard was completed by 1955. The maintenance shop building at the parks maintenance yard was built in 1962 and the vector control building was completed by 1963. The Recreation and Swim Complex was constructed in 1975 (PaleoWest 2021).

HAZARDOUS WASTE SITES

Based on a June 17, 2021 search of the Geo Tracker database maintained by the State Water Resources Control Board (SWRCB) and the Envirostor database maintained by the California Department of Toxic Substances Control (DTSC), two records of sites potentially containing hazardous materials were identified within or in proximity to the plan area.

Envirostor records indicate that pesticide-contaminated flooring of a pesticide shed at the vector control facility in the plan area was removed from the site in 1987, and that the site clean-up order was rescinded. The potential for soil contamination is indicated, but specific contaminants are not identified (DTSC 2021).

A Leaking Underground Storage Tank site associated with the former Express Gas/Pioneer Center was located approximately 220 feet west of the plan area, at 3101 Harrison Avenue. Records indicate that soil contamination with diesel occurred. Cleanup for the site was completed and the case was closed in 1991 (SWRCB 2021). Because this site was cleaned up and no off-site concerns related to soil or groundwater contamination were identified, including within the plan area, this site is not discussed further in the analysis.

SCHOOLS

There are three schools within 0.25 mile of the plan area. The Saint Theresa Catholic School, Tahoe Parents Nursery School, and South Lake Tahoe Middle School are all located approximately 550 feet south of the plan area, adjacent to Lake Tahoe Boulevard. A fourth school, the Bijou Community School, is located approximately 0.7 mile east of the plan area. No schools are located within the plan area.

AIRPORTS

The Lake Tahoe Airport is located approximately 2.6 miles southwest of the plan area, east of the portion of US 50 also known as Emerald Bay Road. No private airstrips are observed in proximity to the plan area.

EMERGENCY RESPONSE AND EVACUATION PLANS

The City's draft All Hazards Community Evacuation Plan (El Dorado County Sheriff, Office of Emergency Services 2021) was prepared in collaboration with the El Dorado County Sheriff, Governor's Office Emergency Services (CAL OES), California Highway Patrol (CHP), California Department of Forestry and Fire Protection (CAL FIRE), FireSafe Council, and other agencies and stakeholders. The City identifies US 50 as a primary evacuation route serving the plan area (City of South Lake Tahoe 2021). Primary and secondary temporary refuge centers are identified at the CVS pharmacy location on Lake Tahoe Boulevard east of the plan area, and at Lake Tahoe Middle School located south of the plan 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 plan area is located within a Very High FHSZ within a Local Responsibility Area (LRA) (CAL FIRE 2009).

MANAGEMENT OF HAZARDOUS MATERIALS

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. Environmental Protection Agency (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 Cal OES. 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.

If a contractor uses or plans to use hazardous materials at levels that reach applicable state (Chapter 6.95 of the California Health and Safety Code) and/or federal thresholds, businesses are required to prepare a Hazardous Materials Business Plan, which would include hazardous materials and hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. The plan is submitted to the administering agency, in this case the El Dorado County Department of Environmental Management, Hazardous Waste Division (Certified Unified Program Agency [CUPA]), to implement and enforce.

The DTSC, a division of the California Environmental Protection Agency, has primary regulatory responsibility over hazardous materials in California, working in conjunction with EPA to enforce and implement hazardous materials laws and regulations.

TRANSPORT OF HAZARDOUS MATERIALS

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 26 California Code of Regulations (CCR). State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the CHP and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

WORKER SAFETY

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.

3.9.2 Discussion

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

56 Acres Master Plan

Less-than-significant impact. Implementation of the Master Plan would include construction of new facilities throughout the plan area (e.g., Lakeview Commons Phase 2 boardwalk, Civic Center, outdoor event space, Main Street, share-use paths, nature and adventure play area) and would include demolition and removal or relocation of some facilities (e.g., campground, vector control building, Park maintenance facility, Public Works maintenance yard, Recreation and Swim Complex).

Construction of the new Master Plan facilities would require tree removal, paving and grading activities, and use of motorized heavy construction equipment and vegetation removal equipment that requires hazardous and flammable materials such as fuels and lubricants. Hazardous materials that may be used during construction include fuels (such as gasoline and diesel), lubricant, paint, and asphalt and pavement. Use and storage of hazardous materials during operation and maintenance of the recreational facilities and land uses proposed as part of the Master Plan would be similar to those used under existing conditions and include household cleaners, fertilizers, and pesticides. However, relocation of the vector control building, park maintenance facility, and public works maintenance yard outside of the plan area would result in the removal of uses in the plan area that use and store hazardous materials, such as fuel, oil, paint, solvents, and pesticides.

Hazards and hazardous materials are regulated by a number of federal, state, and local agencies, including the federal OSHA, USDOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and El Dorado County Environmental Management Department (EDCEMD). Regulations that would minimize potential hazards and hazardous materials impacts associated with implementation of the Master Plan include:

- OSHA has adopted numerous regulations pertaining to worker safety, contained in Title 29 of the Code of Federal Regulations (29 CFR). These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.
- Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA standards, which typically are more stringent than federal OSHA regulations, are presented in Title 8 of the California Code of Regulations (8 CCR). Cal/OSHA conducts onsite evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.
- Under the Resource Conservation and Recovery Act of 1976 (RCRA), DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. The Hazard Communication Standard defined in 29 CFR Part 1910 requires that workers be informed of the hazards associated with the materials they handle. USDOT has also developed regulations (10 CFR and 49 CFR) pertaining to the transport of hazardous substances and hazardous wastes by all modes of transportation.
- California has adopted USDOT regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in 26 CCR. State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are CHP and Caltrans. Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.
- The project falls within the jurisdiction of the Construction Stormwater General Permit for the Lake Tahoe Basin issued in March 2016 (Order No. R6T-2016-0010), as further described under Section 3.7.1, "Environmental Setting," in Section 3.7, "Geology and Soils." Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES) permit program to regulate discharges of pollutants into waters of the United States. The NPDES permit and Construction Stormwater General Permit require that permit registration documents be filed for construction projects with greater than 1 acre of disturbance. The documents must include a notice of

intent and a SWPPP that identifies proposed best management practices and includes a site-specific construction site monitoring and reporting plan developed by a Qualified SWPPP Developer. Although a major focus of the SWPPP is managing stormwater on the construction site, it also must address proper use and storage of hazardous materials, spill prevention and containment, and cleanup and reporting of any hazardous materials releases if they do occur.

- EDCEMD is responsible for promoting a safe and healthy environment in El Dorado County and for enforcing hazardous waste laws and regulations at a local level. EDCEMD, as the local CUPA, monitors the proper use, storage, and cleanup of hazardous materials; monitoring wells; removal of leaking USTs; and permits for the collection, transport, use, or disposal of refuse.

Project construction and operation would also be required to implement and comply with these federal, state, and local regulatory requirements and manufacturer's instructions related to hazardous materials to reduce the potential for exposure of the public or environment to hazards resulting from routine use, storage, or transport of hazardous materials or from accidental release or upset. These existing regulations specify mandatory and prescriptive actions about how to fulfill the regulatory requirements as part of the project definition, leaving little discretion in their implementation.

Construction of any of the facilities proposed as part of the Master Plan that would disturb an area greater than 1 acre would be required to prepare and implement a SWPPP (see b) under Section 3.7.2 in Section 3.7, "Geology and Soils"). Implementation of the SWPPP would contain stormwater onsite for infiltration and/or treatment, which would prevent potential accidental releases of hazardous materials off-site. The required TRPA permit would also include best management practices to prevent releases of hazardous materials and contain and clean up any accidental releases that might occur during construction activities (such as rupture of a hydraulic line on a piece of equipment releasing hydraulic fluid).

The level of use of hazardous materials in construction and operation of the Master Plan would be typical for recreation and public service land uses, some existing uses and storage of hazardous materials would be relocated offsite reducing the use and storage of hazardous materials in the plan area, and the Master Plan would be required to implement and comply with existing federal, state, TRPA, and local hazardous materials regulations. For these reasons, the Master Plan would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. Therefore, implementation of the Master Plan would result in a less-than-significant impact.

Multigenerational Center Project

Less-than-significant impact. Potential uses of hazardous materials associated with this project would result from construction activities and from maintenance and operation of the aquatic center proposed as part of the Multigenerational Center Project. Construction of the Multigenerational Center may involve use of hazardous and/or flammable materials, such as fuels, lubricant, paint, and asphalt and pavement.

Operation and maintenance of the aquatic center would result in the use and storage of chemicals commonly used for pool maintenance such as sodium hypochlorite, hydrochloric acid solutions, or cyanuric acid similar to existing conditions at the existing Recreation and Swim Complex. These chemicals are used to maintain the pH (or acidity) of the pool to discourage growth of harmful bacteria and algae, and to maintain safety and comfort for facility users. Use of chemicals associated with pool maintenance would be stored inside, consistent with recommended safety practices to avoid the potential release into the environment. Chemicals would not be accessible to patrons of the project. Storage of pool chemicals and maintenance of the facility would be required to comply with applicable regulations. For example, the EDCEMD require that a new or updated public pool facility be inspected for appropriate drainage, sewage connections, and filtration. Per state regulation CCR Title 22, Section 65523, public pool facilities are to monitor and keep a daily record of for information regarding operation, including readings of disinfectant (e.g., chlorine) residual, pH, and maintenance procedures such as cleaning of filters and quantity of chemicals used. This data is subject to inspection by the EDCEMD.

Hazardous materials involved during construction of the Multigenerational Center would be temporary for the duration of construction and limited in quantity to what is required for construction activities. Additionally, as described above for the Master Plan, the handling, transport, storage, and disposal of the hazardous materials would be like those mentioned above for the Master Plan and would be subject to existing agency requirements and regulations also described above (e.g., 29 CFR, 8 CCR, RCRA, CWA, and EDCEMD regulations). Therefore, use and storage or hazardous materials associated with construction of the project would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous waste or materials.

Operation and maintenance of the Multigenerational Center would represent a continuation of existing conditions in the plan area at the Recreation and Swim Complex, including continued use and storage of chemicals commonly used for pool maintenance. Pool maintenance activities would occur in compliance with existing regulations and would be subject to inspection by EDCEMD. Therefore, implementation of the project would not result in a significant hazard to the public or the environment through the routine use, transport, or disposal of substantial quantities of potentially hazardous materials because compliance with existing regulatory requirements would minimize the risk associated with hazardous materials use resulting from project. This impact would be less than significant.

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

56 Acres Master Plan

Less than significant with mitigation incorporated. As noted in the discussion above for item a), construction of proposed facilities for the Master Plan would involve the use of heavy construction equipment, which uses small amounts of hazardous and flammable materials such as fuels and lubricants that are typically associated with construction activities. Additionally, other hazardous materials that may be used during construction include paint, asphalt, and pavement. Operation and maintenance of proposed and existing uses within the plan area, such as government office buildings, a cultural center and museum, and recreational uses, etc. are not of the nature that, in their operation, would involve storage, use, or transport of large quantities of hazardous substances; however, some typical hazardous materials would be used for operation and maintenance of these facilities, such as household cleaners and pesticides. As described above, compliance with existing regulations, including standards for construction staging, storage, labeling, disposal, and notification of appropriate agencies in case of release, would minimize risk of accidental release and risk of hazards to the public or the environment.

The Recreation and Swim Complex, vector control building, Public Works maintenance building, and Parks maintenance building could contain asbestos and lead-based paint and, if not handled properly, construction workers could be exposed to these materials when this building is demolished. Federal and state regulations govern the demolition of structures where materials containing lead and asbestos could be present. Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. Additionally, demolition of structures containing asbestos would be a National Emission Standards for Hazardous Air Pollutants Regulated Facility subject to a thorough asbestos inspection and testing of materials to determine whether asbestos is present. Cal/OSHA regulations in Section 1532.1 in Title 8 of the CCR identify procedures that must be undertaken to properly identify and dispose of lead-based coatings and protection measures for workers. Compliance with these regulations would require that the presence of these materials be verified and remediated, which would eliminate potential health risks associated with exposure to asbestos or lead during building demolition.

As described above under Section 3.9.1, Envirostor records indicate that pesticide-contaminated flooring of a pesticide shed was removed from the vector control facility in the plan area in 1987, and that a site clean-up order was subsequently rescinded. Implementation of the Master Plan would result in relocation of vector control facility to an off-site location and a parking lot would be constructed in this portion of the plan area. Although cleanup has occurred at the site, the nature of the vector control building and facility used for pesticide storage could have resulted in past, unidentified release of pesticides in this area. Thus, there is the potential for ground disturbance and

grading activities to encounter contaminated soils resulting in the potential for accidental exposure of construction workers to hazardous materials.

The Parks maintenance yard supports storage of equipment and vehicles that are used for landscape maintenance, snow removal, and trash removal at City park facilities, including those within the plan area. The public works maintenance yard includes vehicle fueling, snow removal equipment storage, and supports the maintenance and repair of city streets. Due to the nature of these facilities to store and maintain equipment, there is the potential for previously unidentified leaks of hazardous materials (e.g., oil, fuel) to have occurred. Implementation of the Master Plan would result in relocation of these facilities to off-site locations. The Master Plan proposes to locate portions of the Main Street, campground, and campground entrance at the existing site of the Parks maintenance facility and the Public Works maintenance yard would be replaced by parking, southern portion of the camping cabins, and open space. Thus, there is the potential for ground disturbance and grading activities as part of constructing these facilities to encounter contaminated soils resulting in the potential for accidental exposure of construction workers to hazardous materials.

Implementation of the Master Plan would not result in land uses that would result in routine use or transport of significant amounts of hazardous materials and construction activities and operation of the new facilities would be subject to existing hazardous materials regulations such that these activities would have a low potential to result in a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials. However, construction activities associated with Master Plan facilities that would be located at the current locations for the vector control facility, parks maintenance facility, and public works facility could encounter soils with previously unidentified hazardous materials contamination resulting in potential accidental exposure of construction workers to hazardous materials. This impact would be potentially significant.

Mitigation Measure 3.9-1: Conduct Soil Investigation

This mitigation measure applies to the 56 Acres Master Plan.

Before initiating construction, demolition, or other ground disturbing activities within the existing public works maintenance yard, parks maintenance yard, or vector control district site, the City or construction manager shall retain a qualified environmental contractor to sample surface soils located within the public works maintenance yard, parks maintenance yard, and vector control district site. If soil contamination is detected, contaminated soil shall be removed from site and the site must be remediated. The soil investigation and removal, if contaminated soils are found, shall include the following:

- Soil sample results shall be provided to EDCEMD and Lahontan RWQCB.
- Based on the soil sample results, the construction manager and qualified environmental contractor shall coordinate with EDCEMD and Lahontan RWQCB to determine the appropriate methods for soil removal and extent of soil removal required, if any.
- A qualified environmental contractor shall be retained for removal of contaminated soils, if necessary. Contaminated soils shall be removed and disposed of at a permitted hazardous waste disposal facility. The qualified environmental contractor shall provide proof of disposal to EDCEMD.
- Soils shall be resampled and, if necessary, as determined by EDCEMD or Lahontan RWQCB, additional contaminated soil shall be removed.
- Construction may commence in the public works maintenance yard, parks maintenance yard, and/or vector control district site after soils are determined by EDCEMD or Lahontan RWQCB to no longer contain contamination.

Significance after Mitigation

Implementation of Mitigation Measure 3.9-1 would require that any contaminated soils encountered at the public works maintenance yard, parks maintenance yard, and/or vector control district site are identified, removed, and properly disposed. This would minimize the risk of an accidental release of hazardous substances that could adversely

affect human health or the environment during construction, reducing this impact for the Master Plan to a less-than-significant level.

Multigenerational Center Project

Less-than-significant impact. As noted in the discussion above for item a), construction of the Multigenerational Center would involve the use of heavy construction equipment, which uses small amounts of hazardous and flammable materials such as fuels and lubricants that are typically associated with construction activities. Additionally, other hazardous materials that may be used during construction include paint, asphalt, and pavement. Operation and maintenance of the aquatic center would result in the use and storage of chemicals commonly used for pool maintenance such as sodium hypochlorite, hydrochloric acid solutions, or cyanuric acid similar to existing conditions at the existing Recreation and Swim Complex. As described above, compliance with existing regulations, including standards for construction staging, storage, labeling, disposal, notification of appropriate agencies in case of release, and transport of hazardous materials would minimize risk of accidental release and risk of hazards to the public or the environment.

Similar to existing conditions associated with operation of the existing Recreation and Swim Complex, because construction activities for and operation of the Multigenerational Center would be subject to existing hazardous materials regulations such that the use, storage, and transport of hazardous materials would have a low potential to result in a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials. This impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

56 Acres Master Plan

Less-than-significant impact. As described in Section 3.9.1 above, "Environmental Setting," there are three schools located within 0.25 mile of the proposed project area: Saint Theresa Catholic School, Tahoe Parents Nursery school, and South Lake Tahoe Middle School approximately 550 feet (approximately 0.1 mile) south of the plan area. A fourth school, the Bijou Community School, is located approximately 0.7 mile east of the plan area.

As described in the discussions under items a) and b) above, hazardous materials involved with implementation of the proposed Master Plan would result primarily from construction activities. Potentially hazardous substances involved in construction of the proposed project include fuels such as gasoline and diesel, lubricant, paint, and asphalt, and pavement. Compliance with existing regulations, as described above, including standards for construction staging, storage, labeling, disposal, and notification of appropriate agencies in case of release would minimize potential emissions of hazardous substances during construction.

Handling of hazardous materials associated with implementation of the Master Plan within 0.25 mile of schools would occur during construction activities and would be temporary in nature. Compliance with existing regulations during construction and operation, including standards for construction staging, storage, labeling, disposal, and notification of appropriate agencies in case of release would minimize the risk of hazardous materials emissions in proximity to schools identified within 0.25 mile of the plan area. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The schools identified in proximity to plan area are located over 0.3 miles, outside of a quarter-mile radius, from the proposed site for the Multigenerational Center Project. No other schools or educational institutions are identified within a quarter mile of the project site. However, for the reasons described above for the Master Plan, the potential hazards associated with the use of hazardous materials for construction and operation of the Multigenerational Center would be a 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 Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

56 Acres Master Plan

Less than significant with mitigation incorporated. See the discussion for the Master Plan under b), above. Envirostor records indicate that the vector control facility in the plan area was identified as the site of a hazardous materials contamination that was cleaned up and the site clean-up order was subsequently rescinded. Thus, construction at this site could result in exposure to a significant hazard to the public or the environment. Therefore, this impact would be potentially significant.

Mitigation Measure 3.9-2: Conduct Soil Investigation

This mitigation measure applies to the 56 Acres Master Plan.

Implement Mitigation Measure 3.9-1.

Significance after Mitigation

Implementation of Mitigation Measure 3.9-2 would require that any contaminated soils encountered at the vector control district site are identified, removed, and properly disposed. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment during construction, reducing this impact for the Master Plan to a less-than-significant level.

Multigenerational Center Project

No impact. The proposed site for the Multigenerational Center project is not located on, within, or adjacent to any sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, implementation of the project would not result in a hazard to the public or environment as a result of being located on such a site. The project would have no impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

56 Acres Master Plan

No impact. The Lake Tahoe Airport is located approximately 2.6 miles southwest of the plan area. No private airstrips are observed in proximity to the plan area. No airports are located within 2 miles of the plan area. The plan area is within the airport influence area for the airport land use compatibility plan of the Lake Tahoe Airport Airport (Lake Tahoe Airport Land Use Commission 2019:1-5). Specifically, the plan area is within Review Area 2, which consists of the areas within the 14 CFR Part 77 surfaces, and overflight notification area. The standards for determining obstructions to air navigation are established in Subpart C, *Obstruction Standards*, 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*. This regulation defines a set of imaginary surfaces with relation to an airport's runway(s). The height of the buildings proposed under the Master Plan and Multigenerational Center project would not extend into the approach surface for the airport runway (City of South Lake Tahoe 2019:4-36). Because the Master Plan would not include residential uses, no overflight notification would be required (City of South Lake Tahoe 2019:4-43). Therefore, implementation of the Master Plan would not result in safety hazards or excessive noise for people within the plan area as a result of proximity to an airport. Therefore, the plan would result in no impact related to airports.

Multigenerational Center Project

No impact. See discussion under "56 Acres Master Plan," above.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

56 Acres Master Plan

Less-than-significant impact. The City identifies eastbound US 50 as a primary evacuation route for the Bijou/Al Tahoe Community Plan Area in the City. Secondary evacuation routes identified are westbound US 50 and Pioneer Trail via Al Tahoe Boulevard (City of South Lake Tahoe 2021). However, in the event of an emergency, evacuation routes and evacuation centers may vary based on conditions of the emergency and would be communicated to the community. Potential emergency situations requiring the initiation of emergency or evacuation plans include events such as wildfire, hazardous waste release, and winter storm events, or other events would be determined and communicated to public members based on (El Dorado County Sheriff, Office of Emergency Services).

Implementation of the Master Plan would result in the construction of new or updated buildings or facilities within the plan area. While some facilities may be added, such as the outdoor event space, playground, and other public spaces, and transportation facilities such as multipurpose paths and parking, others would be relocated off-site or reduced in capacity, such as the County's vector control facility, parks maintenance yard, public works maintenance yard, and the campground. The Recreation and Swim Complex would be demolished. Several attractions within the plan area, including the museum, senior center, and art center would not be altered. Thus, proposed improvements would not represent a substantial permanent change in types or intensity of land uses within the plan area compared to existing conditions and would not result in an increase that could conflict with the adopted emergency plans or procedures adopted within the plan area. For example, the Master Plan does not introduce land uses that are new to the plan area, such as housing or lodging, that could potentially result in a permanent increase in people residing within a fire hazard zone.

Because construction activities resulting from implementation of the Master Plan would occur within the plan area, including staging construction equipment and supplies, it is unlikely that temporary road closures would be required and, thus, would not interfere with emergency access to locations within the plan area. Subsequent construction projects under the Master Plan would implement standard construction BMPs and would maintain emergency access in and out of the plan area and post signage along public roadways at access points to and within the plan area, as necessary, notifying drivers and the public of construction activities and that heavy duty trucks might be entering and exiting the roadway.

Currently, special events are hosted at Lakeview Commons and athletic events are held at the ice arena and Recreation and Swim Complex, which result in temporary increases in vehicle traffic on roadways surrounding the plan area. These events would continue to occur in the plan area, with athletic events at the Recreation and Swim Complex shifted to the Multigenerational Center. Implementation of the Master Plan would increase the number of special events in the plan area with the new Main Street and outdoor event space. Up to 10 events could be held at each of these facilities each year, with the Main Street closed to traffic during events in that area. The events could attract from 250-500 people at each event. The City Parks and Recreation Department manages scheduling events at facilities in the plan area through the event application process such that overlapping events would not be scheduled that would have parking demand that would exceed available on-site parking and would minimize the increase in vehicle traffic. The Special Event Application Guidelines provide a list of requirements for event planners to meet that would minimize adverse effects related to traffic, parking, alternative transportation, notifications to surrounding residents and businesses, and accessibility for all abilities (Thomaselli, pers. comm., 2021). Some of these requirements include preparation of a Traffic Plan for minimizing disruptions to traffic flows and encouragement and facilitation of alternative transportation methods. Because the City limits the number of events that occur at one time and require event planners to implement measures to manage traffic, the additional events would not substantially interfere with emergency response or evacuation.

Construction activities would not result in road closures or closures of public access to roads surrounding the plan area and would implement BMPs to avoid any potential impacts on emergency access or evacuation, such as posting signage related to the construction activities along roads and public access points. For the reasons described above, the Master Plan would not represent a substantial permanent change in types or intensity of land uses within the plan

area compared to existing conditions and would not result in an increase in use that could conflict with the adopted emergency plans or procedures adopted within the plan area. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. See discussion under "56 Acres Master Plan," above.

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

56 Acres Master Plan

Less-than-significant impact. According to the CAL FIRE Fire Resource Assessment Program FHSZ Geographic Information System data, the plan area is located within a Very High FHZ within an LRA (CAL FIRE 2009).

As described in Chapter 2, "Project Description," tree thinning would be implemented as new facilities are constructed to defensible space of at least 100 feet from structures per California PRC Section 4291, which would reduce fire fuels within the plan area. 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, onsite fire hydrant minimum flows, and adequate emergency and fire apparatus access. Additionally, facilities constructed as part of the Master Plan would be subject to design and defensible space requirements that are intended to protect development from loss due to wildfire included in 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 relocated campground would include campfire rings, the same as under existing conditions, and their use by campers would continue to be subject to fire restrictions that are implemented by South Lake Tahoe Fire Rescue during times of elevated risk of severe and catastrophic fire. Because the number of campsites would be reduced from 172 campsites to 135 campsites, there would be a reduction in the number of fire rings and an associated reduction in potential for risk of fire compared to existing conditions. No other components of the Master Plan would include any outdoor fire rings or fireplaces that would pose a wildfire ignition threat.

As described under item f) above, implementation of the Master Plan would result in the construction of new or updated buildings or facilities within the plan area and relocation of some facilities off-site. Thus, proposed improvements would not represent a substantial change in types or intensity of land uses within the plan area compared to existing conditions and would not result in an increase exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires.

Implementation of the Master Plan would not exacerbate wildfire risks because capacity for recreational fires would be somewhat reduced, and their use would be subject to fire restrictions during periods of high fire risk. Additionally, defensible space would be maintained in the plan area and construction would comply with all applicable fire-related codes and regulations. Although the Master Plan would increase the number of people in the plan area associated with additional special events, the number of visitors exposed to wildfire risk would not be a substantial increase over existing conditions. Therefore, this impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Refer to discussion under "56 Acres Master Plan," above.

3.9.3 Cumulative Impacts

The cumulative projects listed in Table 3.21-1 consists of improvements to roadway facilities, shore stabilization and lake public access, and a new shared-use trail. These projects would not result in permanent increases in the use, transport, or disposal of hazardous materials or hazardous waste. Use, transport, or disposal of hazardous materials associated with types of projects identified in Table 3.21-1 would result primarily from construction activities. Disposal of construction waste and fuels associated with motorized construction equipment would be temporary in nature.

As described above, implementation of the Master Plan and the Multigenerational Center Project would result in less-than-significant impacts pertaining to risks associated with hazardous materials, including with implementation of

Mitigation Measures 3.9-1 and 3.9-2 as part of the Master Plan to minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment during construction. The project would not combine with other cumulative projects identified in Table 3.21-1 to result in a cumulative permanent increase in risk associated with or use of hazardous materials and hazardous wastes. The Master Plan and Multigenerational Center would not make a considerable contribution to a cumulative impact related to hazardous materials. See Section 3.20, "Wildfire," below for a discussion of potential cumulative impacts pertaining to wildfire hazards.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.10.1 Environmental Setting

REGIONAL HYDROLOGY

Lake Tahoe is located 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. Average precipitation is almost 16 inches each year in South Lake Tahoe (WRCC 2021) and generally falls as snow in the higher elevations and as a mix of snow and rain in the lower elevations from October to May. 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.

LOCAL HYDROLOGY AND WATER QUALITY

The plan area is located in the Bijou Creek Watershed (Figure 3.9-1). It is adjacent to Lake Tahoe and contains no natural drainage features. The Bijou Creek Watershed extends from Heavenly Mountain Resort and includes Bijou Meadow, which Bijou Creek runs through, and then drains to Lake Tahoe via an outfall through the Bijou Shopping Center. There are no hydrologic resources in the plan area, but it is located directly adjacent to Lake Tahoe and stormwater runoff drains to storm drain infrastructure that ultimately flows into Lake Tahoe. There are two outfalls to Lake Tahoe that are located in the plan area that convey stormwater directly to the lake. Potential sources of nutrients and pollutants from the plan area include urban runoff, irrigation, pet waste, fertilizer, road deicers and traction abrasives, and vehicle use, washing, and maintenance.

Groundwater was encountered at 30 and 31 feet below ground surface in the plan area (NV5 2021). A study performed in 2003 found that organic nitrogen plus ammonia, ammonia, and biologically available iron concentrations generally were greater in the groundwater in the Bijou Creek watershed than those observed in groundwater elsewhere in the Lake Tahoe Basin (Allander 2005). Nitrate concentrations were similar in the two groups. Phosphorus and orthophosphate concentrations generally were lower in the groundwater of the Bijou Creek watershed compared to groundwater from elsewhere in the Lake Tahoe Basin (Allander 2005). Specific conductance and pH of groundwater were similar between the Bijou Creek watershed and elsewhere in the Lake Tahoe Basin, but the temperature of groundwater was generally greater in the Bijou Creek watershed (Allander 2005).

There were no obvious spatial distribution patterns for nutrient concentrations or field parameters in the Bijou Creek watershed. Groundwater in the Bijou Creek watershed discharges to Lake Tahoe and may contribute to the higher-than-normal turbidity of the Lake in the area (Allander 2005).

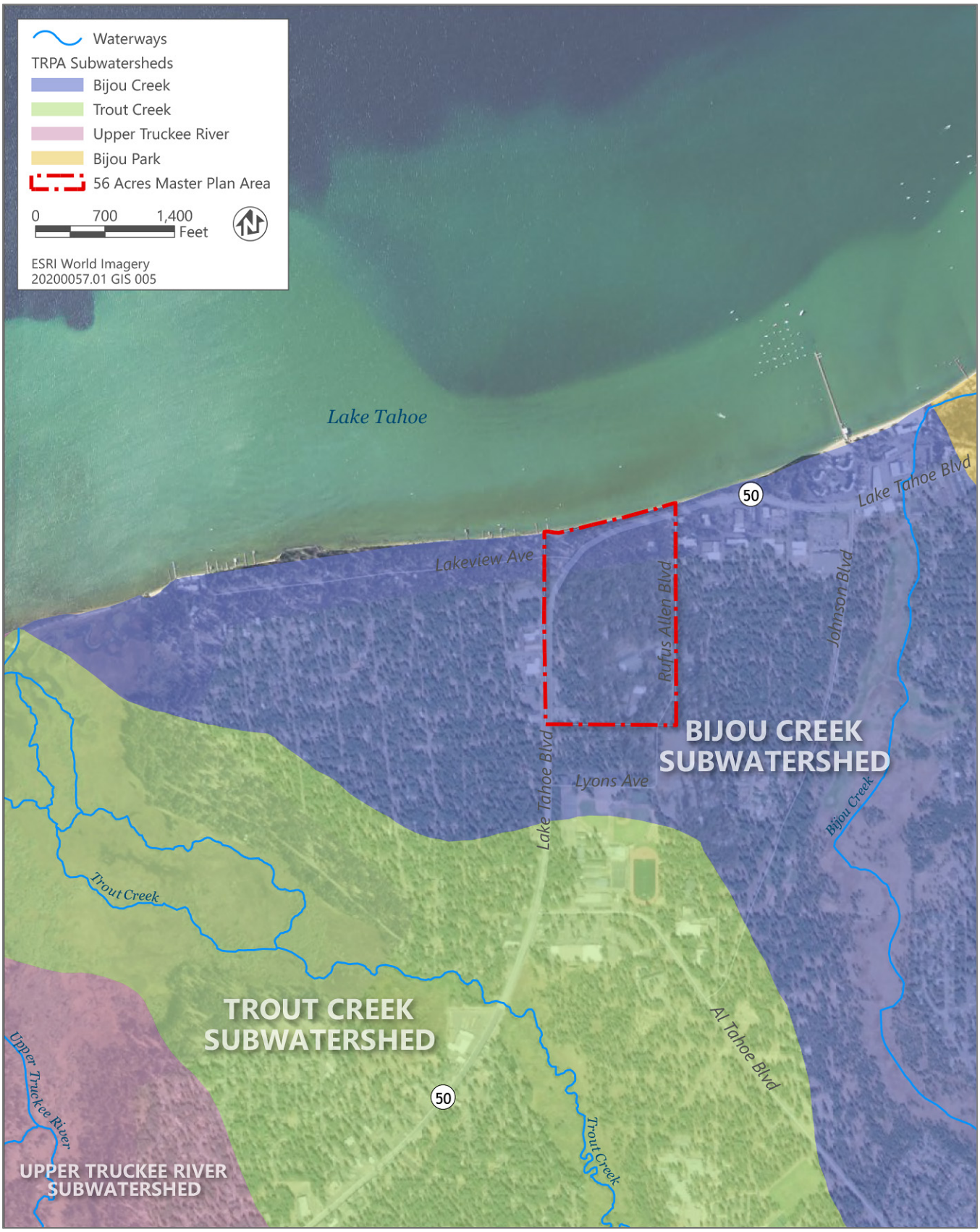
3.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

56 Acres Master Plan

Less-than-significant impact. Development as a result of implementation of the Master Plan would require grading and excavation, which would expose sediment. Excavation is not expected to occur deeper than 9 feet and groundwater measured in the plan area was approximately 30 feet below ground surface (NV5 2021). Therefore, implementation of the Master Plan would not directly impact groundwater. Exposed sediment could directly impact surface water quality. All projects in the Tahoe Basin, including implementation of the Master Plan, are required to comply with TRPA water quality protections. Temporary construction BMPs that would be required through existing regulations, such as Chapter 33 and Section 60.4 of the TRPA Code (TRPA 2012), 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.

Any projects that would disturb over one acre of soil would also be required to comply with Lahontan RWQCB Tahoe Construction General Permit (Order No. R6T-2016-0010). The Permit requires implementation of a SWPPP, which identifies 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. The SWPPP will also include BMPs for hazardous waste and contaminated soils management and a spill prevention and control plan, as appropriate.



Source: Data downloaded from USFWS in 2020 and received from TRPA in 2016

Figure 3.10-1 Subwatersheds and Rivers

TRPA, Lahontan RWQCB, and the City of South Lake Tahoe have substantial experience with review, approval, and enforcement of project-specific permit conditions for projects in the Tahoe Basin, and they have been shown to be effective. Because regulatory protections are in place to minimize erosion and transport of sediment and other pollutants and because the intention of the project is to improve water quality, this impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Implementation of the Multigenerational Center project would include construction of a new pool that would require excavation of 9 feet below ground surface (NV5 2021). For the same reasons described above for the Master Plan, there would be a 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?

56 Acres Master Plan

Less-than-significant impact. Implementation of the Master Plan would include the creation of impervious area (buildings, roads, parking, multi-use paths) but would also include the removal and restoration of existing impervious area. Overall impervious area would decrease by almost 93,000 sq. ft. with implementation of the Master Plan. Storm drain systems would be designed to infiltrate the 20-year one inch per hour storm event as required by TRPA Code Section 60.4. Therefore, infiltration of stormwater would still occur in the plan area and implementation of the Master Plan would not decrease groundwater supplies or interfere with recharge such that the project may impede sustainable groundwater management of the basin. For this reason, the potential effects to groundwater supplies and groundwater recharge would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Two stormwater basins and additional BMPs are proposed to infiltrate stormwater from impervious areas of the Multigenerational Center. For the same reasons described above for the Master Plan, there would be a 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 on- or off-site erosion or siltation;

56 Acres Master Plan

Less-than-significant impact. The majority of the plan area contains no drainage features and its susceptibility to erosion is low due to relatively flat topography and soil type. In addition, the implementation of construction BMPs described in item a), above would prevent substantial erosion during construction and ground-disturbing activities. Permanent BMPs would infiltrate the 20-year one inch per hour storm event as required by TRPA Code Section 60.4 and would be designed to minimize erosion. The plan area would also be subject to Section 7.15 Urban Runoff and Storm Water Quality Management of the City of South Lake Tahoe Code, which requires projects to prevent, control, and reduce storm water pollutants which would contribute pollution to stormwater, storm drain system, or waters of the state. The cantilever boardwalk associated with Lakeview Commons Phase 2 would be located on a steep slope directly adjacent to Lake Tahoe and would need to comply with all previously stated regulations. After detailed design plans are prepared for the boardwalk, the City would obtain permits from TRPA and the boardwalk would be subject to subsequent environmental review by TRPA to review the proposed slope stabilization, erosion control, and stormwater infiltration BMPs prior to approval of the project. Therefore, the potential for implementation of the Master Plan to result in substantial on- or off-site erosion or siltation would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, there would be a less-than-significant impact.

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

56 Acres Master Plan

Less-than-significant impact. As described in item c-i), the plan area does not contain water features of any kind. The existing plan area contains compacted and impervious areas which are relatively impermeable. The reconfiguration of paved areas and structures proposed in the Master Plan would decrease impervious area by approximately 93,000 square feet relative to existing conditions which would decrease rate and amount of surface runoff. Additionally, as a condition of TRPA permit approval, the various components of the project would be required to install permanent stormwater infiltration BMPs as described in item b), above. For these reasons, implementation of the Master Plan would have a less-than-significant impact on-site drainage and increased surface runoff resulting in flooding.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, there would be a less-than-significant impact.

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

56 Acres Master Plan

Less-than-significant impact. Implementation of the Master Plan would reduce impervious surfaces in the plan area by 93,000 sq. ft. and would therefore create less runoff than under existing conditions. In addition, implementation of the Master Plan would be required to infiltrate all runoff from the 20-year, one inch per hour storm on-site; treat stormwater runoff to meet TRPA's discharge limits; or demonstrate that runoff would be accommodated by a shared municipal system as a condition of permit approval. The plan area would also be subject to Section 7.15 Urban Runoff and Storm Water Quality Management of the City of South Lake Tahoe Code, which requires projects to prevent, control, and reduce storm water pollutants that would contribute pollution to stormwater, storm drain system, or waters of the state. Therefore, the Master Plan would have a less-than-significant impact on existing or planned drainage systems.

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center project would include stormwater basins and other BMPs to infiltrate the 20-year, one inch per hour storm event on-site as required per TRPA Code Section 60.4. For the same reasons described above, there would be a less-than-significant impact.

iv) Impede or redirect flood flows?

56 Acres Master Plan

Less-than-significant impact. The plan area is located in an area that is mapped as Flood Zone X, which is defined as areas outside of the 0.2 percent annual chance floodplain (FEMA 2012). For this reason, flood flows would be very rare. Redevelopment of the plan area would include adequate storm drain infrastructure that would be designed to direct flood flows to infiltration facilities with overflow features that would minimize flood impacts. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, there would be a less-than-significant impact.

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

56 Acres Master Plan

Less-than-significant impact. A seiche is a periodic oscillation of an enclosed or restricted water body, typically a lake or reservoir, produced by seismic shaking. Depending on the magnitude and location of an earthquake occurring in the Tahoe basin, a seiche wave ranging in height from about 3 to 10 meters could develop in Lake Tahoe (Ichinose et. al. 1999). Due to the proximity to Lake Tahoe, the plan area could be inundated by a seiche wave, which has the potential to cause a release of pollutants. Earthquakes of the magnitude necessary to create a seiche wave are rare in the Tahoe Basin. The Master Plan does not include housing, but visitors and employees would be at risk from inundation in the event of the large earthquake capable of triggering a seiche wave. The existing campground and Recreation and Swim Complex are also in the area under threat of inundation by seiche. Therefore, redevelopment in the plan area would not modify or increase the existing threat of inundation by seiche. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, there would be a less-than-significant impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

56 Acres Master Plan

No impact. Water quality standards and control measures for surface water and groundwater within the Lahontan Region are contained in the Water Quality Control Plan for the Lahontan Region (Basin Plan). The Basin Plan designates beneficial uses for water bodies. It establishes water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses. Chapter 5, "Water Quality Standards and Control Measures for the Tahoe Region," of the Basin Plan summarizes a variety of control measures for the protection and enhancement of Lake Tahoe. The Master Plan does not include activities that would conflict with a water quality control plan or sustainable groundwater management plan. Additionally, as discussed in item a), above, the Master Plan would not adversely affect surface or groundwater quality. There would be no impact.

Multigenerational Center Project

No impact. For the same reasons described above for the Master Plan, there would be no impact.

3.10.3 Cumulative Impacts

Cumulative impacts to hydrology and water quality are considered in the context of the Tahoe Basin watershed. Disturbance to the watershed has occurred through logging, milling, mining, grazing, and development within the Tahoe Basin. These activities combined with runoff from development, have degraded the water quality of the tributaries to Lake Tahoe, resulting in an existing cumulative adverse condition. This has led to an increase in sediment and other pollutants carried into Lake Tahoe. The Lake Tahoe total maximum daily load was developed to address sediment levels in partnership with local jurisdictions. Additionally, numerous projects have been implemented to restore disturbed areas of the watershed and reduce this adverse condition.

Implementation of the Master Plan and construction of the Multigenerational Center as well as the cumulative projects listed in Table 3.21-1 would be required to comply with the erosion control and water quality protection conditions of TRPA. This would include temporary water quality protection BMPs during construction and permanent stormwater management features. Furthermore, the Master Plan and Center would result in a reduction in land coverage and installation of permanent water quality BMPs and stormwater infrastructure that would reduce water quality degradation. Therefore, the contribution of the Master Plan and Multigenerational Center to cumulative hydrology and water quality impacts **would not be cumulatively considerable**.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.1 Environmental Setting

The plan area is located within the jurisdictions of the City of South Lake Tahoe and TRPA. The plan area is developed, and existing land uses include indoor and outdoor recreational space, maintenance facilities, and community-oriented and public service facilities, such as an art center, history museum, senior center, and library. Outdoor recreation amenities include shared-use paths, picnic tables, park and playground spaces, and a campground with 172 RV, tent, and cabin spaces.

LAKE TAHOE REGIONAL PLAN

Land use planning and regulation in the Tahoe Basin is guided by the TRPA Tahoe Regional Plan and Code of Ordinances. The Regional Plan is intended to establish a balance between the natural environment and the built environment; and attain and maintain TRPA's environmental thresholds. The Regional Plan includes Goals and Policies that guide decision making as it affects the Region's resources and environmental thresholds, and they are intended to provide opportunities for orderly growth and development consistent with those thresholds. The Goals and Policies are addressed in six major elements: land use, transportation, conservation, recreation, and public services and facilities Land in the Lake Tahoe Region is assigned to one of eight classifications: Wilderness, Backcountry, Conservation, Recreation, Resort Recreation, Residential, Mixed-Use, and Tourist. The classifications summarize major land uses that exist in the Region and are further supplemented by the plan area statements, community plans, master plans, and area plans. The Regional Plan designates the plan area as Mixed-Use (TRPA 2018). The Regional Plan identifies Mixed-Use areas as urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience and enhanced sustainability (TRPA 2012).

CITY OF SOUTH LAKE TAHOE GENERAL PLAN

The City's General Plan was updated in September 2010 and provides a comprehensive plan for the City through 2030. The General Plan vision for future land use and community design is:

> In 2030, the Highway 50 corridor has been transformed into an interconnected series of compact mixed-use (commercial, office, residential, and tourist accommodation) districts that serve the needs of residents and visitors alike. The corridor is the heart of the community and contains year-round sidewalks and bike paths. The transformation of the corridor has been fueled by the cooperative efforts of local, regional, and state governments, and private investors who share the vision for a prosperous and healthy region (City of South Lake Tahoe 2011:LU-1).

The land use designation established for the plan area by the City's General Plan is Recreation. This designation provides for outdoor recreation areas, active and passive recreational uses, habitat protection, and public/quasi-public uses. This designation is applied to areas with existing or proposed outdoor recreation and areas without overriding environmental constraints (City of South Lake Tahoe 2011:LU-3 and LU-4).

BIJOU/AL TAHOE COMMUNITY PLAN

The plan area is located within the Bijou/Al Tahoe Community Plan (TRPA and CSLT 1995). The goal of the Community Plan is to guide the development of the Community Plan area to serve as a family-oriented and recreational area, as well as a town center for the community. The Community Plan area is divided into four districts: the Town Center District, Harrison Avenue District, Lucky Payless District, and Bijou District. The plan area is located within the Town Center District, which includes the areas containing South Tahoe Middle School, Lake Tahoe Community College, and South Lake Tahoe Government Center. The land use designations established by the Community Plan for the plan area is Public Service and Recreation.

The following goals, related specific objectives and special policies adopted for the Community Plan and applicable to the Master Plan and Multigenerational Center:

GOAL 1 Urban Design and Development: To ensure that the design elements of new, remodeled, and rehabilitated developments are compatible with the scenic objectives and policies of the Bijou/Al Tahoe Community Plan.

Objective 1: Create districts within the community plan boundaries to concentrate specific uses and development.

- Policy B: Create a pedestrian friendly, village atmosphere within each of the four distinct districts. Retain existing transitional areas between the distinct districts.

GOAL 2 Land Use Strategy and Economic Feasibility Goals: Maintain a balance between economic health and the environment, correcting past deficiencies in land use and being responsive to the needs and opportunities within the Bijou/Al Tahoe area.

Objective 1: Concentrate development to create unique areas within the community plan boundaries.

- Policy A: Generate an anchor within the community plan, i.e., "Town Center District," allowing mixed uses, including public service, commercial support businesses, and recreational uses. Designate within the [56] acre area identified as the CSLT Recreation complex and Campground by the Lake a "Special Events Area", provided the events are conducted out of view from Highway 50 scenic corridor. Develop a design plan through the Parks and Recreation Commission.

3.11.2 Discussion

a) Physically divide an established community?

56 Acres Master Plan

No impact. No housing exists within the plan area. Implementation of the Master Plan would reconfigure existing features on the site such as the existing aquatic center and the campground. The project would not substantially change the nature of the plan area as a recreation amenity or the nature of the surrounding areas, including residential, education, and commercial uses. The project would not introduce any barriers or project features that could physically divide the surrounding community and no housing or residences would be relocated or displaced as a result of plan activities. There would be no impact.

Multigenerational Center Project

No impact. See discussion under "56 Acres Master Plan," above.

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?

56 Acres Master Plan

Less-than-significant impact. The uses proposed in the Master Plan would be a continuation of existing recreation and public service uses in the plan area that are consistent with the Recreation and Public Service land uses identified in the Community Plan and City General Plan, and with the Mixed-Use designation identified by the Tahoe Regional Plan.

Projects implemented subsequent to the Master Plan would be subject to the policies, standards, and guidelines for development identified in the Community Plan and City General Plan. Additionally, the Master Plan would be required to comply with TRPA Regional Plan policies and TRPA Code of Ordinances, which are adopted for the purpose of minimizing development impacts to the environment. Implementation of the Master Plan would not conflict with existing land use plans, policies, or regulations for the purpose of mitigating an environmental affect. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center would replace the existing Recreation and Swim Complex. The project is consistent with uses envisioned for the site in the Community Plan. The Center falls with the definition of a "Recreation Center" according to the TRPA Code of Ordinances. Recreation Centers are an allowed use within the Town Center District of the Bijou/Al Tahoe Community Plan subject to design review (TRPA and CSLT 1995:II-11). The project would also be required to comply with all provisions of the TRPA Regional Plan and Code of Ordinances, and City General Plan. Because the project would not conflict with existing land use plans, policies, or regulations for the purpose of mitigating an environmental affect, this impact would be less than significant.

3.11.3 Cumulative Impacts

Land use plans and policies are intended to have a cumulative effect on the land use and development patterns within the region. Over time, as multiple projects comply with land use regulations and achieve land use policies, desired land use and development patterns are achieved. Thus, the project's consistency with land use plans reflects its cumulative effect on land use. The Master Plan includes allowable uses consistent with current uses of the plan area and consistent with the local and regional plans. Further, related projects in the Table 3.21-1 would be required to comply with TRPA and local jurisdictional zoning, land use, and protective policies as conditions of approval. Because no land use impacts would occur on a project-specific basis, the project would not contribute to any potential cumulative land use impacts. Therefore, the project **would not make a considerable contribution** to a significant cumulative impact.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. Mineral Resources.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12.1 Environmental Setting

The project site does not contain any known mineral or aggregate resources of local or statewide significance (Busch 2001). The project site is underlain by Pleistocene to Holocene glacial till and moraines with no known current or future economic value. No economically viable deposits of clean sand or gravel exist in the project site that would be useful to extract for riprap, aggregate, or other industrial uses (Busch 2001). Additionally, mining is not an identified allowable use in the Tahoe Basin (see Chapter 21 of the TRPA Code of Ordinances).

3.12.2 Discussion

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

56 Acres Master Plan

No impact. No known mineral resources are located within the project site. There would be no impact.

Multigenerational Center Project

No impact. See discussion for "56 Acres Master Plan," above.

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

56 Acres Master Plan

No impact. See discussion for item a), above. The project would not result in the loss of availability of a locally important mineral resource recovery site.

Multigenerational Center Project

No impact. See discussion for "56 Acres Master Plan," above.

3.12.3 Cumulative Impacts

The Master Plan and Center project would result in no impacts on mineral resources. Therefore, the plan and project would not combine with other cumulative projects identified in Table 3.21-1 to result in a cumulative loss of mineral resources. Therefore, there would be no cumulative impact.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII.Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.13.1 Environmental Setting

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on a variety of factors, including geometric spreading (i.e., spherical or cylindrical spreading), ground absorption (i.e., hard versus soft sites), atmospheric conditions (e.g., wind direction and speed, air temperature, humidity, turbulence), and shielding by natural or human-made features.

The amplitude of pressure waves generated by a sound source determines the loudness of that source, also called the sound pressure level (SPL). SPL is most commonly described by using decibels (dB) because this logarithmic unit best corresponds to the way the human ear interprets sound pressures. However, the decibel scale does not adequately characterize how humans perceive noise because the human ear is not equally sensitive to loudness at all frequencies (i.e., pitch) in the audible spectrum. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels or dBA) can be computed based on this information. All sound levels discussed in this section are expressed in A-weighted decibels.

Because decibels are logarithmic units, SPLs expressed in dB cannot be added or subtracted through ordinary arithmetic. 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 2013:2-10).

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

- A-Weighted Decibels (dBA): Noise levels are commonly reported in decibels using the A-weighting scale (dbA). The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds.
- 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 2013:2-48). 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 2013:2-48).

GROUND 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 ground-borne 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).

Groundborne vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV 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.

EXISTING NOISE SOURCES

The predominant noise source in the vicinity of the plan area is vehicle traffic on local roadways, primarily US 50 (Lake Tahoe Boulevard) and Rufus Allen Boulevard. In addition to traffic noise sources, noise sources associated with land uses within and surrounding the plan area also contribute to the existing noise environment. The plan area is located in a primarily developed area in the City of South Lake Tahoe and includes various on-site recreational, camping, and other public facilities. Noise associated with these types of land uses includes people talking, laughing, playing music, and participating in recreational activities. The plan area is also surrounded by a mix of residential and commercial land uses. Residential land uses are not typically associated with substantial noise levels. Noise sources associated with commercial land uses generally include parking lot and loading dock/delivery activity.

NOISE- AND 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.

Sensitive receptors in the vicinity of the plan area include single-family residences, hotels, a church, and a school. The nearest sensitive receptors to the plan area are single-family residences in the Al Tahoe and Bijou neighborhoods.

The closest residences in the Al Tahoe and Bijou neighborhoods are located approximately 50 feet south and 55 feet east of the plan area, respectively. The closest hotel (Hotel Azure) is located across Rufus Allen Boulevard 53 feet east of the plan area. Saint Theresa Catholic Church is located approximately 490 feet south of the plan area, and the athletic facilities and closest buildings of South Tahoe Middle School are located approximately 680 and 1,070 feet south of the plan area, respectively.

3.13.2 Discussion

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 in other applicable local, state, or federal standards?

56 Acres Master Plan

Less than significant impact with mitigation incorporated. Noise would be generated during construction and operation, which are discussed separately, below.

Temporary Construction Noise

Construction activities associated with development of the Master Plan area, including renovation and alteration of existing buildings and facilities, would result in a temporary increase in noise levels. Master Plan construction is anticipated to begin in 2022 and would occur over an estimated 20 years. Construction activities would vary for each component of the Master Plan but would generally include site preparation, paving, building construction and/or renovation, and landscaping.

Construction noise levels would fluctuate depending on the type, number, and duration of construction equipment use. The effects of construction noise largely depend on the type of construction activities occurring and equipment used on any given day; the distances from construction activity to noise-sensitive receptors; any noise-attenuating features, such as topography, vegetation, and existing structures; and existing ambient noise levels. Pieces of heavy construction equipment that would likely be used during development of the Master Plan area include air compressors, concrete pump trucks, dozers, dump trucks, excavators, flatbed trucks, front end loaders, generators, graders, pavers, and welders. These pieces of equipment generate noise levels that range from 73 to 85 dB at 50 feet (FHWA 2006). No pile driving or blasting would occur.

To demonstrate the loudest possible noise level at all sensitive receptors in the vicinity of the plan area, noise modeling conservatively assumed simultaneous operation of three pieces of heavy equipment (an excavator, a front-end loader, and a generator) at the plan area boundary nearest to each receptor. Table 3.13-1 shows the estimated levels of noise exposure at nearby receptors. Construction noise exposure levels at more distant receptors not listed in Table 3.13-1 would be lower because noise levels attenuate over distance. Also, construction noise exposure levels at the receptors listed in Table 3.13-1 would be lower for construction activities occurring at more distant locations within the plan area. Detailed calculations are provided in Appendix B.

As shown in Table 3.13-1, noise-sensitive receptors near active construction sites would experience temporary elevated noise levels from construction activities. However, Section 68.9 of the TRPA Code exempts construction activities from TRPA noise standards if the activity occurs between 8:00 a.m. and 6:30 p.m. (TRPA 2020:68-5). Additionally, construction activities involving grading would be required to comply with the TRPA Standard Conditions of Approval for Grading Projects (TRPA n.d.), which contains several requirements that would help to reduce noise impacts, including:

- Engine doors shall remain closed during periods of operation except during necessary engine maintenance.
- Stationary equipment (e.g., generators or pumps) shall be located as far as feasible from noise-sensitive receptors and residential areas. Stationary equipment near sensitive noise receptors or residential areas shall be equipped with temporary sound barriers.

All construction associated with development of the Master Plan would occur between the hours of 8:00 a.m. and 6:30 p.m. and would comply with all TRPA requirements. Therefore, short-term increases in noise generated by construction activities would not result in the exposure of sensitive receptors to or generation of noise levels in excess of applicable standards.

Table 3.13-1 Exterior and Interior Noise Levels at Nearby Receptors During Master Plan Construction

Receptor	Approximate Distance from Construction Activity to Receptor (feet)[1]	Exterior Noise Level at Receptor[3] L_{eq}	Indoor Noise Level at Receptor[3,4] L_{eq}
Residences south of plan area in Al Tahoe neighborhood	50	84	60
Residences east of the plan area in Bijou neighborhood	55	83	59
Hotel Azure	53	83	59
Saint Theresa Catholic Church	490	58	34
South Tahoe Middle School	680 (outdoor), 1,070 (indoor)[2]	54	25

Notes: dB = decibel; L_{eq} = equivalent continuous sound level

[1] Distances were measured from the plan area boundary to the nearest receptor to conservatively assume that construction work could potentially occur up to the edge of the plan area closest to the receptor.

[2] These distances differ because the school grounds cover a large area, and the nearest school buildings are farther from the plan area than the nearest outdoor areas used by the school. The outdoor distance was used to calculate the exterior noise level and the indoor distance was used to calculate the indoor noise level.

[3] Noise exposure level estimates conservatively assume simultaneous operation of three pieces of heavy equipment (an excavator, a front-end loader, and a generator) in close proximity to each other at the boundary of the plan area nearest to the receptor. Noise level estimates assume all equipment is properly maintained and fitted with operational noise control device, per manufacturer specifications. See Appendix B for detailed noise modeling and input parameters.

[4] Building walls would provide 24 dB of attenuation (EPA 1971:11).

Source: Modeled by Ascent Environmental in 2021

Long-term, Operational Noise

Long-term, operational noise would be generated by a variety of noise sources, including operational and maintenance activities, visitors using the facilities, parking lot activity, mechanical equipment for on-site buildings (i.e., HVAC units), and vehicle traffic along local roadways.

Maintenance Activities

The Master Plan would create a park with a variety of recreational and civic facilities and services, including a campground, trails and paths, parking, play and gather spaces (e.g., Lakeview Commons, Champions Plaza, playgrounds), a library, the Multigenerational Center, an ice arena, county facilities, and a civic center. Many of these uses already exist within the Master Plan area and would continue to operate in the same manner as existing conditions after implementation. Some facilities would be relocated and/or expanded as part of the Master Plan, but operations would generally include the same types of activities and require the same types of equipment. No heavy-duty noise-generating equipment, such as those discussed in the analysis of construction noise, would be required for maintenance of the plan area. Landscaping tools (e.g., lawn mowers, hand tools) are typical for developed areas such as the City of South Lake Tahoe.

Visitor Activities

The number of visitors to the plan area would increase after implementation of the Master Plan to utilize the facilities and services onsite. However, people visiting the site would partake in the same types of activities (e.g., camping, recreation, special events) that already occur on-site and, thus, would produce the same types of noise (e.g., talking, children playing).

As described in Chapter 2, "Project Description," the campground would be reconfigured and relocated south of its existing location. The number of campsites would be reduced from 178 sites to 135 sites; thus, the campground

improvements could result in a reduction of noise. Additionally, campground guests must adhere to quiet hours (generally 10:00 p.m. to 7:00a.m.) which prohibits the use of loud equipment and noise generating activities (i.e., RV generators, loud music, etc.).

Special events would be required to comply with City noise requirements. Proposed outdoor events with expected noise impacts are required to develop a Sound Management Plan as part of an event's application to control the type and volume of sound produced by the event and minimize possible disturbance to nearby sensitive receptors. Additionally, no event shall exceed a maximum decibel limit of 95dB measured at the property line over a sustained period of ten minutes, and outdoor music and entertainment shall be limited to performing between the hours of 10:00 a.m. and 10:00 p.m. although music and entertainment is not expected and will not be approved to occur through those twelve hours (City of South Lake Tahoe 2021a). Special event applicants shall work closely with the City to ensure proper notification procedures take place as appropriate.

The increase in visitors to the plan area would not be large enough to noticeably increase noise levels off-site, and visitors would not introduce new types of noise sources to the plan area. Additionally, the campground would be reduced and, therefore, result in potentially reduced noise levels. As detailed above, special events that would generate increased noise would be scheduled and approved by the City and must follow all City noise regulations as detailed in the Special Event Guidelines. Furthermore, the new flexible event space would be located in the northwestern portion of the plan area distant from sensitive receptors.

Parking Lots

The Master Plan would include the provision of new and relocated parking lots within the plan area. The largest parking areas would be located on the eastern side of the plan area, one next to the Multigenerational Center (northern lot) and the other located next to the ice arena (southern lot). Noise sources associated with parking lots are generally short-term and can include car engines revving or idling, tires squeaking, car alarms, car horns, doors slamming, and people talking. Although the existing parking lots within the plan area are smaller than what is planned as part of the Master Plan, parking lot noise is part of the existing noise environment because these surface parking lots currently exist in the plan area. Additionally, the nearest sensitive receptor is located approximately 100 feet to the east from the nearest edge of each parking lot across Rufus Allen Boulevard, which is a predominant source of noise in the area. Because the parking lot is separated from sensitive receptors by landscaping, an intervening and predominant noise source in the area (Rufus Allen Boulevard), and will primarily be used during the daytime hours, noise generated this parking lot would not expose any offsite receptors to excessive noise levels that could exceed City standards or disturb people during the sensitive times of the day.

HVAC Equipment

Development of the project would result in the installation of stationary noise sources used for the operation of buildings such as HVAC equipment. Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location. Noise levels from HVAC equipment range from 45 to 70 dBA L_{eq} at 50 feet (EPA 1971). The buildings currently existing on-site are already equipped with HVAC equipment necessary for operation; and thus, are already part of the existing noise condition on-site. The only new buildings that would be constructed that would include new HVAC units would be the Multigenerational Center and the civic center, which would be located approximately 500 and 375 feet away from the nearest sensitive receptors, respectively. Using the highest noise level for HVAC equipment and assuming the equipment would be installed on the closest edge of each building, the nearest sensitive receptors to the Multigenerational Center would be exposed to a noise level of 44 dB L_{eq}, and the nearest sensitive receptors to the civic center would be exposed to a noise level of 53 dB L_{eq}. Therefore, the single-family residences across the street from the civic center could be exposed to noise levels that exceed the City's exterior nighttime non-transportation noise standard of 45 dB L_{eq} (City of South Lake Tahoe 2021b). See Appendix B for detailed calculations.

Traffic Noise

The existing noise environment in the Master Plan area is dominated by traffic noise from nearby roadways, as well as nearby commercial activities. Vehicle trips generated by visitors to the Master Plan area and new employees would

result in an increase in average daily traffic volumes and associated increases in traffic noise levels along affected roadway segments near the project site.

A doubling of a noise source results in a 3-dBA increase in noise. It is generally accepted that a change of 3 dBA is barely perceptible, a change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as twice or half as loud to the average human ear (Caltrans 2013:6-5). Therefore, the significance threshold for mobile source noise is based on human perceptibility to changes in noise levels (increases) with consideration of existing ambient noise conditions. Based on the traffic modeling conducted and summarized in Chapter 3.17, "Transportation," the build out of the Master Plan is expected to increase daily vehicle trips from 3,376 to 4,458 (i.e., net increase of 1,082). Existing volumes would not double; thus, traffic noise increases would be less than 3 dBA. Therefore, additional trips associated with the build out of the Master Plan would not result in a substantial noise increase.

Summary of Impacts

As detailed above, short-term increases in noise generated by construction activities associated with the Master Plan would not result in the exposure of sensitive receptors to or generation of noise levels in excess of applicable standards. Additionally, project-generated operational traffic noise levels would not result in substantial noise increases (i.e., more than 3 dBA). However, long-term operational stationary source noise levels would exceed the City's nighttime non-transportation noise standard of 45 dB L_{eq}. Therefore, this impact would be significant.

Mitigation Measure 3.13-1: Implement Design Measures to Ensure That Operation of On-Site HVAC Equipment Does Not Expose Off-Site Sensitive Receptors to Noise Levels That Exceed Applicable Standards

This mitigation measure applies to the 56 Acres Master Plan.

The City shall implement design measures to ensure that all mechanical building equipment that is part of HVAC systems on the civic center buildings do not expose off-site residential and temporary lodging land uses to exterior noise levels that exceed 55 L_{eq} during daytime hours (7 a.m. to 10 p.m.) or 45 L_{eq} during nighttime hours (10 p.m. to 7 a.m.). The effectiveness of the design measures shall be verified by a qualified acoustical engineer. Measures to achieve these performance standards may include, but shall not be limited to, the following measures:

- Locate HVAC units within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.
- Set back all HVAC units as much as possible from off-site noise-sensitive receptors, including residential and temporary lodging land uses.
- Position HVAC units on the opposite side of an on-site buildings from off-site sensitive receptors so that the buildings serve as an intervening noise barrier.
- Design and build sound barriers near all noise-generating HVAC units that enclose mechanical equipment as much as possible and completely block the line of sight between the equipment and off-site residential and temporary lodging land uses. Sound barriers can consist of a wall, earthen berm, or some combination thereof.

Significance after Mitigation

Implementation of Mitigation Measure 3.13-1 would ensure that nearby noise sensitive receptors were not exposed to noise levels from HVAC systems within the Master Plan area such that the City's exterior daytime or nighttime non-transportation noise standards would be exceeded. Thus, this impact would be reduced to a **less-than-significant** level.

Multigenerational Center Project

Less-than-significant impact. Noise would be generated during construction and operation, which are discussed separately, below.

Temporary Construction Noise

Construction activities associated with development of the Multigenerational Center would result in a temporary increase in noise levels. Construction of the Multigenerational Center is anticipated to begin in 2022 and the building

would be operational in 2024. Construction activities would generally include site preparation, paving, building construction, and landscaping.

As detailed above for the Master Plan, construction noise levels would fluctuate depending on the type, number, and duration of use of construction equipment. Pieces of heavy equipment that may be used during construction of the Multigenerational Center include air compressors, concrete pump trucks, dozers, dump trucks, excavators, flatbed trucks, front end loaders, generators, graders, pavers, and welders. These pieces of equipment generate noise levels that range from 73 to 85 dB at 50 feet (FHWA 2006). No pile driving or blasting would occur.

To demonstrate the loudest possible noise level at the nearest sensitive receptor in the vicinity of the Multigenerational Center, noise modeling conservatively assumed simultaneous operation of three pieces of heavy equipment (an excavator, a front-end loader, and a generator) at the project site boundary closest to the nearest sensitive receptor (Hotel Azure). Construction of the Multigenerational Center would occur approximately 500 feet from Hotel Azure, resulting in an attenuated noise level at the receptor of 58 dB L_{eq}. Detailed calculations are provided in Appendix B.

Table 3.13-2 Exterior and Interior Noise Levels at Nearby Receptors During Multigenerational Center Construction

Receptor	Approximate Distance from Construction Activity to Receptor (feet)[1]	Exterior Noise Level at Receptor[3] L_{eq}	Indoor Noise Level at Receptor[3,4] L_{eq}
Hotel Azure	500	58	34

Notes: dB = decibel; L_{eq} = equivalent continuous sound level

[1] Distances for were measured from the nearest plan area boundary to the receptor to conservatively assume that construction work could potentially occur up to the edge of the plan area closest to the receptor.

[2] These distances differ because the school grounds cover a large area, and the nearest school buildings are farther from the plan area than the nearest outdoor areas used by the school. The outdoor distance was used to calculate the exterior noise level and the indoor distance was used to calculate the indoor noise level.

[3] Noise exposure level estimates conservatively assume simultaneous operation of three pieces of heavy equipment (an excavator, a front-end loader, and a generator) in close proximity to each other at the boundary of the plan area nearest to the receptor. Noise level estimates assume all equipment is properly maintained and fitted with operational noise control device, per manufacturer specifications. See Appendix D for detailed noise modeling and input parameters.

[4] Building walls would provide 24 dB of attenuation (EPA 1971:11).

Source: Modeled by Ascent Environmental in 2021

Additionally, as applied to the construction noise analysis for Master Plan implementation, Section 68.9 of the TRPA Code exempts construction activities from TRPA noise standards if the activity occurs between 8:00 a.m. and 6:30 p.m. (TRPA 2020:68-5). Furthermore, construction activities involving grading would be required to comply with the TRPA Standard Conditions of Approval for Grading Projects (TRPA n.d.), which contains several requirements that would help to reduce noise impacts, including:

- Engine doors shall remain closed during periods of operation except during necessary engine maintenance.
- Stationary equipment (e.g., generators or pumps) shall be located as far as feasible from noise-sensitive receptors and residential areas. Stationary equipment near sensitive noise receptors or residential areas shall be equipped with temporary sound barriers.

All construction associated with development of the Multigenerational Center would occur between the hours of 8:00 a.m. and 6:30 p.m. and would comply with all TRPA requirements. Therefore, short-term increases in noise generated by construction activities would not result in the exposure of sensitive receptors to or generation of noise levels in excess of applicable standards.

Long-term, Operational Noise

Long-term, operational noise for the Multigenerational Center would be generated by a variety of noise sources including operational and maintenance activities, visitors using the facility, parking lot activity, mechanical equipment

(i.e., HVAC units), and vehicle traffic along local roadways. The analysis above related to noise generated by maintenance and visitor activities for the Master Plan is applicable to the Multigenerational Center and is not discussed further.

Parking Lots

The Multigenerational Center would include the expansion of the existing library parking lot by 56 spaces. Noise sources associated with parking lots are generally short-term and can include car engines revving or idling, tires squeaking, car alarms, car horns, doors slamming, and people talking. However, noise generated by parking lot activity is part of the existing noise environment because parking spaces currently exist in the area. Additionally, the nearest sensitive receptor is located approximately 100 feet to the east from the nearest edge of each parking lot across Rufus Allen Boulevard, which is a predominant source of noise in the area. Because the parking lot is separated from sensitive receptors by landscaping, an intervening and predominant noise source in the area (Rufus Allen Boulevard), and will primarily be used during the daytime hours, noise generated this parking lot would not expose any offsite receptors to excessive noise levels that could exceed City standards or disturb people during the sensitive times of the day.

HVAC Equipment

As discussed above, noise levels from HVAC equipment range from 45 to 70 dBA L_{eq} at 50 feet (EPA 1971). The Multigenerational Center is one of two buildings constructed that would include new HVAC units as part of Master Plan implementation and would be located approximately 500 feet away from the nearest sensitive receptors. Using the highest noise level for HVAC equipment and assuming the equipment would be installed on the closest edge of each building, the nearest sensitive receptors to the Multigenerational Center would be exposed to a noise level of 44 dB L_{eq}; thus, noise generated from HVAC equipment at the Multigenerational Center would not exceed the City's nighttime non-transportation noise standard of 45 dB L_{eq} (City of South Lake Tahoe 2021b). See Appendix B for detailed calculations.

Traffic Noise

Vehicle trips generated by visitors to the Multigenerational Center and new employees would result in an increase in average daily traffic volumes and associated increases in traffic noise levels along affected roadway segments near the project site.

A doubling of a noise source results in a 3-dBA increase in noise. It is generally accepted that a change of 3 dBA is barely perceptible, a change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as twice or half as loud to the average human ear (Caltrans 2013:6-5). Based on the traffic modeling conducted and summarized in Chapter 3.17, "Transportation," the Multigenerational Center is expected to increase daily vehicle trips from 952 to 1,446 (i.e., a net increase of 494 trips). Existing volumes would not double; thus, traffic noise increases would be less than 3 dBA. Therefore, additional trips associated with the Multigenerational Center would not result in substantial noise increases and the Multigenerational Center would be required to comply with adopted TRPA thresholds.

Summary of Impacts

As detailed above, short-term increases in noise generated by construction activities associated with the Multigenerational Center would not result in the exposure of sensitive receptors to or generation of noise levels in excess of applicable standards. Additionally, long-term operational stationary source noise levels would not exceed the City's nighttime non-transportation noise standard of 45 dB L_{eq} and project-generated operational traffic noise levels would not result in substantial noise increases (i.e., more than 3 dBA). Therefore, this impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

56 Acres Master Plan

Less-than-significant impact. Master Plan construction would not involve the use of ground vibration–intensive activities, such as pile driving and blasting. Activities involving pile driving and blasting typically generate the highest vibration levels compared to other construction methods and are, therefore, of greatest concern when evaluating

construction-related vibration impacts. Pieces of equipment that generate lower levels of ground vibration, such as bulldozers, would be used during construction. Operation of a bulldozer generates a vibration level of 0.089 in/sec PPV and 87 VdB at 25 feet (FTA 2018:184). Vibration from operation of a bulldozer could exceed the Caltrans-recommended threshold of 0.5 in/sec PPV for structural damage (Caltrans 2020) within 37 feet of bulldozing and the FTA-recommended threshold with respect to human response of 80 VdB (FTA 2018) within 43 feet of bulldozing. Refer to Appendix B for detailed vibration modeling calculations. All off-site vibration-sensitive receptors are located 50 feet or further from the nearest Master Plan area boundary. Thus, construction associated with implementation of the Master Plan would not result in vibration levels at sensitive receptors exceeding Caltrans- or FTA-recommended standards with respect to the prevention of structural damage and human annoyance, respectively. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Multigenerational Center construction would not involve the use of ground vibration–intensive activities, such as pile driving and blasting. Operation of a bulldozer generates a vibration level of 0.089 in/sec PPV and 87 VdB at 25 feet (FTA 2018:184). Vibration from operation of a bulldozer could exceed the Caltrans-recommended threshold of 0.5 in/sec PPV for structural damage (Caltrans 2020) within 37 feet of bulldozing and the FTA-recommended threshold with respect to human response of 80 VdB (FTA 2018) within 43 feet of bulldozing. Refer to Appendix B for detailed vibration modeling calculations. The nearest sensitive receptor is located approximately 500 feet from the Multigenerational Center site. Thus, construction associated with implementation of the Multigenerational Center would not result in vibration levels at sensitive receptors exceeding Caltrans- or FTA-recommended standards with respect to the prevention of structural damage and human annoyance, respectively. This impact would be less than significant.

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?

56 Acres Master Plan

Less-than-significant impact. The plan area is located within the Airport Influence Area Review Area 2 for the Lake Tahoe Airport, which is the nearest airport. Its runway is located approximately 2.5 miles south of the plan area. The Lake Tahoe Airport Land Use Compatibility Plan (ALUCP) includes noise compatibility criteria for land uses within the Airport Influence Area, as well as airport noise contours (LTALUC 2019). Based on the noise contour map provided in the ALUCP, the plan area is located outside of the 50 CNEL airport noise contour. Therefore, the land uses within the Master Plan area would be compatible with regards to aircraft noise, and implementation of the Master Plan would not result in the exposure of visitors or employees to excessive aircraft-related noise levels. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. As detailed above, all land uses within the Master Plan, including the Multigenerational Center, are located within the Airport Influence Area Review Area 2 for the Lake Tahoe Airport, which is the closest airport to the plan area. Its runway is located approximately 2.5 miles south of the Multigenerational Center. As described above, the ALUCP includes noise compatibility criteria for land uses within the Airport Influence Area, as well as airport noise contours (LTALUC 2019). Based on the noise contour map provided in the ALUCP, the Multigenerational Center is located outside of the 50 CNEL airport noise contour. Therefore, the Multigenerational Center would be compatible with regards to aircraft noise, and operation of the Multigenerational Center would not result in the exposure of visitors or employees to excessive aircraft-related noise levels. This impact would be less than significant.

3.13.3 Cumulative Impacts

Impacts related to short-term project-related construction noise and vibration levels are localized in nature, based on audibility and distance to sensitive receptors. Cumulative impacts from construction-generated noise may result if other future planned construction activities were to take place close to the project site and cumulatively combine with construction noise from the Project. As detailed in item a) above, Section 68.9 of the TRPA Code exempts construction activities from TRPA noise standards if the activity occurs between 8:00 a.m. and 6:30 p.m. (TRPA 2020:68-5). Therefore, because all construction associated with development of the Master Plan and Multigenerational Center would occur between the hours of 8:00 a.m. and 6:30 p.m. and would comply with all TRPA requirements, combining of any construction noise would be exempt and comply with TRPA construction noise requirements. Therefore, noise impacts associated with temporary increases in ambient noise levels (i.e., construction activities) as discussed under item a) would not be cumulatively considerable.

As detailed in Table 3.21-1, the cumulative projects generally consist of multimodal facilities, roadway improvements, stormwater infrastructure improvements, and slope stabilization and could occur at the same time as construction of the Master Plan and Multigenerational Center. These facilities would not result in the introduction of any new stationary noise sources during operation; and thus, would not combine with the noise generated by parking lot activity or mechanical equipment (i.e., HVAC units) associated with the implementation of the Master Plan and Multigenerational Center. Additionally, as discussed under item a), above, buildout of the Master Plan and Multigeneration Center would not generate a substantial increase in traffic noise levels because, generally, noise level increases of less than 3 dB would be barely perceptible to the human ear. Therefore, noise impacts associated with permanent increases in ambient noise levels as discussed under item a) would not be cumulatively considerable.

Therefore, the noise generated during construction and operation of the project would not combine with other cumulative projects identified in Table 3.21-1 in such a way that would result in significant noise exposure to the same individual noise sensitive receptors. Thus, the project would not make a considerable contribution to a cumulatively significant impact.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. Population and Housing.				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

According to the U.S. Census Bureau, the population for the City of South Lake Tahoe was estimated to be approximately 21,330 people in 2020 with approximately 15,961 total housing units reported for 2019 (U.S. Census Bureau 2019a, 2020). Many of the housing units are used as second homes or vacation rentals, resulting in approximately 42 percent of the housing units being classified as vacant in 2019 (U.S. Census Bureau 2019a). The primary land use in the plan area includes recreation and public service uses. In 2019, the City had an estimated unemployment rate of approximately 5 percent (U.S. Census Bureau 2019b).

No residences are located within the plan area. Single family residences are located directly east of the plan area along Rufus Allen Boulevard, while commercial and residential properties border the project site to the west along US 50 and Harrison Avenue.

3.14.2 Discussion

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)?

56 Acres Master Plan

Less-than-significant impact. The Master Plan proposes new and improvements of existing public spaces and recreational facilities that are located within the plan area, which would also include additional opportunities for a limited number of special events within the plan area. The plan would not construct new commercial development, housing, lodging, or new roadways that would induce population growth in the area. Roadway and parking improvements proposed as part of the Master Plan would be constructed to support the proposed facility improvements, and would not, due to their location within an area that is already developed, result in substantial population growth. The proposed event space would result in a temporary increase of people within the plan area. These events would be small (similar to the size of those that occur at Lakeview Commons) and limited to an estimated 10 events per year at the new outdoor event space and 10 events per year at the new Main Street and, thus, would not be anticipated to induce population growth in the City. The existing City Council chambers would be relocated to the new Civic Center. The proposed improvements, given that the types and intensity of land uses within the plan are similar to existing conditions, would not generate new employment that would result in substantial unplanned population growth such that construction of additional housing would be required. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The recreational opportunities provided by the existing Recreation and Swim Complex would be shifted to the Multigenerational Center. Additionally, City staff offices in the existing Recreation and Swim Complex as well as City staff offices at the Lake Tahoe Airport would be relocated to the Multigenerational Center. Implementation of the project could result in a small increase in employment (fewer than 10 jobs) associated with the potential to expand programs and recreation opportunities. However, the amount of employment generated by the project would be minimal and would not result in substantial unplanned population growth such that construction of additional housing would be required. Occurrence of classes and community events within the center would be temporary, limited to business and special event hours as required by City and TRPA ordinance. These improvements, due to their nature, compatibility with existing land uses in a developed area, would not result in direct or indirect substantial population growth in or around the project site. This impact would be less than significant.

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

56 Acres Master Plan

No impact. The plan area contains public service and recreation uses. No residences are currently located in the plan area. Thus, implementation of the Master Plan would not result in the relocation of people or housing and would not require the construction of replacement housing. There would be no impact.

Multigenerational Center Project

No impact. No housing is located within the plan area or within the Multigenerational Center Project site. The project would therefore not result in a displacement of people or housing. There would be no impact.

3.14.3 Cumulative Impacts

The cumulative projects listed in Table 3.21-1 would generate temporary, short-term employment and would not be considered to result in a substantial increase in employment. These projects would not result in new or different land uses, or operational employment opportunities that could result in population growth. Employment opportunities resulting from construction activities associated with the cumulative projects would generate temporary, short-term employment and would not be considered to result in a substantial increase in employment. Employment needs for these projects would be met by existing contractors that work in the South Lake Tahoe area. The proposed project would serve residences of the South Lake Tahoe area and would not induce long-term population growth. The project would not combine with other cumulative projects identified in Table 3.21-1 to result in a cumulative permanent increase in employment or population growth. The project would result in no impacts on displacement of housing or people. Thus, the Master Plan and Multigenerational Center **would not make a considerable contribution** to a significant cumulative impact related to population and housing.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

3.15.1 Environmental Setting

FIRE PROTECTION

In the Tahoe Basin, federal, state, and local fire districts participate in mutual aid agreements to provide and receive support and services during unplanned emergency events with other cooperating agencies. The plan area is served by South Lake Tahoe Fire Rescue (SLTFR). SLTFR provides fire suppression, fire prevention, and emergency medical services for residents, visitors, and workers within the City of South Lake Tahoe's approximately 17 square mile boundary. Additionally, the South Lake Tahoe Fire Rescue fire department assists other agencies in responding to wildland fires throughout the Tahoe Basin. The department currently operates with 36 fire fighters and three fire stations (City of South Lake Tahoe no date). In 2020, the City of South Lake Tahoe's population was approximately 21,330 (U.S. Census Bureau 2020). Therefore, the ratio of uniformed fire personnel to residents during that time was approximately 1 to 592. In 2020, South Lake Tahoe Fire Rescue conducted a total of 3,353 responses (South Lake Tahoe Fire Rescue 2021). Station Two, located at 2951 Lake Tahoe Boulevard, is the closest fire facility to the planning area at approximately 0.2 mile southwest of the plan area.

POLICE PROTECTION

The South Lake Tahoe Police Department (SLTPD) is the primary jurisdictional law enforcement agency that provides law enforcement service(s) to the City of South Lake Tahoe and plan area. As of 2020, the SLTPD consisted of approximately 73 personnel. Currently, there are including currently are 41 sworn officer positions and 30 civilian support positions, including dispatchers, evidence technicians, records technicians, community service officers, and administrative staff (City of South Lake Tahoe 2021). In 2020, the City of South Lake Tahoe's population was

approximately 21,330 (U.S. Census Bureau 2020). Therefore, the ratio of SLTPD sworn officers to residents was approximately 1 to 520. In 2020, SLTPD responded to approximately 31,600 calls for service (SLTPD 2021).

SCHOOLS

The plan area is located within the Lake Tahoe Unified School District (LTUSD). Schools within LTUSD provide Kindergarten through 12th Grade education and include Tahoe Valley Elementary School, Sierra House Elementary School, Lake Tahoe Environmental Science Magnet School, Bijou Community School, South Tahoe Middle School, and South Tahoe High School (LTUSD 2021). Based on data for the 2020–2021 school year, approximately 3,900 students were enrolled within the LTUSD (DOE 2017). Schools identified nearest to the plan area include the Saint Theresa Catholic School, Tahoe Parents Nursery School, and South Lake Tahoe Middle School, which are all located within 0.25 mile of the southern edge of the plan area. A fourth school, the Bijou Community School, is located approximately 0.7 mile east of the plan area.

PARKS

Multiple parks and recreation facilities are located within the plan area and project vicinity, including the City's Recreation and Swim Complex, South Lake Tahoe Ice Arena, Campground by the Lake, and Lakeview Commons. Setting information related to parks is provided in Section 3.16, "Recreation."

3.15.2 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

56 Acres Master Plan

Less-than-significant impact. The Master Plan would include redevelopment of an existing developed recreation area in a central location within the City. The redevelopment includes enhancing the existing recreation amenities through relocation of maintenance and vector control facilities outside of the plan area, reduction in the size of the campground and adding camping cabins, provision of nature and fitness play areas, outdoor flexible event space, increase in shared-use paths and connectivity throughout the plan area, demolition of the existing Recreation and Swim Complex, and the new Main Street that provides a connection between US 50 and Rufus Allen through the plan area. The new Main Street would enhance access for fire and emergency service providers through the middle of the plan area. Existing fire hydrants are located throughout the plan area and at the time the individual projects in the Master Plan area designed, the location of additional fire hydrants would be identified, and additional hydrants would be installed. The Master Plan would not construct housing or otherwise result in an increase in population (refer to Section 3.14, "Population and Housing").

Overall, implementation of the Master Plan would reduce the number of buildings in the plan area and remove maintenance facilities that are not consistent with recreation uses. However, there would be temporary increases in people in the plan area associated with special events that occur, there would not be new types of uses that would substantially change the demand for fire and emergency services compared to existing conditions. Additionally, as described under item g) in Section 3.9, "Hazards and Hazardous Materials," the Master Plan would not result in a greater fire risk than currently exists and would reduce potential fire hazards associated with campfire rings with the reduction in number of campsites. For the reasons described herein, implementation of the Master Plan would not result in a

substantial increase in demand for fire and emergency services or require construction or provision of additional fire protection facilities. This impact would be less than significant.

Multigenerational Center Project
Less-than-significant impact. See discussion under "56 Acres Master Plan," above.

Police protection?

56 Acres Master Plan
Less-than-significant impact. Operation of new event spaces proposed under the Master Plan (i.e., Main Street and outdoor event space) could temporarily and intermittently result in increased need for security or police services within the plan area.

Currently, special events are hosted at Lakeview Commons and athletic events are held at the ice arena and Recreation and Swim Complex, which result in temporary increases in people in the plan area. These events would continue to occur in the plan area, with athletic events at the Recreation and Swim Complex shifted to the Multigenerational Center. Implementation of the Master Plan would increase the number of special events in the plan area with the new Main Street and outdoor event space. Up to 10 events could be held at each of these facilities each year, with the Main Street closed to traffic during events in that area. The events could attract from 250–500 people at each event. However, because the City Parks and Recreation Department would schedule events at facilities in the plan area through the event application process, overlapping events that would exceed the capacity for police and security services would not be scheduled. Additionally, the Special Event Application Guidelines provide a list of requirements for event planners to meet that would minimize adverse effects related to traffic and safety (Thomaselli, pers. comm., 2021). As identified in the event application process, event organizers are required to provide security and develop a security plan in coordination with the City Police. For some events, the City may also require the presence of police to ensure public safety and the safety and/or security plan must include a commitment on the part of the organizer to provide or fund sufficient resources to complement those provided by the City and successfully implement the safety plan. Because special events would be required to obtain approval through the City Parks and Recreation Department and would comply with requirements for security and police services, as needed and identified early in the event planning process, the potential increase in demand for police services associated with temporary increases of people in the plan area associated with special events at the Main Street and new outdoor event space would be accommodated through the event planning process. Thus, the increase in people in the plan area from additional special events would not adversely affect police service ratios or response times.

Because the City limits the number of events that occur at one time and require event planners to implement measures to manage traffic and security, the additional events would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, or the need for new or physically altered police facilities resulting in significant environmental impacts and acceptable service ratios and response times would be maintained. This impact would be less than significant.

Multigenerational Center Project
Less-than-significant impact. See discussion under "56 Acres Master Plan," above.

Schools?

56 Acres Master Plan
No impact. The Master Plan consists of improvements to recreational facilities and open space and would not construct or provide new or expanded school facilities within the plan area. The Master Plan would not permanently increase the population in the surrounding community and, thus, no additional school services would be required. There would be no impact.

Multigenerational Center Project
No impact. See discussion under "56 Acres Master Plan," above.

Parks?

56 Acres Master Plan

Less-than-significant impact. The proposed project includes development of recreation facilities and would not result in additional increases in demand for park facilities that would result in the need for new or physically altered park facilities. See the discussion under b) in Section 3.16.2 in Section 3.16, "Recreation." This IS/MND analyzes the physical effects of constructing the Master Plan and Multigenerational Center in Sections 3.1 through 3.20. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. See discussion under "56 Acres Master Plan," above.

Other public facilities?

56 Acres Master Plan

Less-than-significant impact. The Master Plan would result in the construction of a new Civic Center located in the center of the planning area. The City Council chambers would be relocated to this building and the building would include administrative offices and provide space for community meetings or events. This IS/MND analyzes the physical effects of constructing these components of the Master Plan in Sections 3.1 through 3.20. Additionally, implementation of the Master Plan would result in the relocation of three public service-related facilities. The vector control facility operated by El Dorado County, City Public Works maintenance facility, and a parks maintenance facility are proposed for removal from the Master Plan area. These facilities would likely be replaced at another location outside of the plan area. The specific locations of any replaced facilities are not known at this time. The development of replaced facilities would undergo environmental review pursuant to CEQA and TRPA regulations at the time they are proposed.

The Master Plan would not result in an increase in residents and would include a small potential increase in employment (i.e., up to an estimated 10 jobs); thus, there would not be an increase in demand for other public facilities.

For the reasons described herein, implementation of the Master Plan would not result in the need for other new or expanded public services and would not permanently impact the City or County's ability to provide vector control services or street maintenance. Therefore, this impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Refer to the discussion under "56 Acres Master Plan," above.

3.15.3 Cumulative Impacts

The cumulative projects listed in Table 3.21-1 consists of improvements to roadway facilities, shore stabilization and lake public access, and a new shared-use trail. These projects would not result in new or different land uses that would increase demand for additional public services. As discussed in Section 3.15.2, "Discussion," the project would result in temporary increases in the need for security or police services during events hosted at the proposed new event facilities. However, these events would be subject to review by the City's permitting process for large events and would be temporary. Emergency access for fire, police, and medical services would be planned and maintained during any event. Implementation of the Master Plan would not result in population increases or substantial changes in land use within the plan area such that expanded public services such as police, fire protection or schools would be provided. The Master Plan and Multigenerational Center project would enhance and continue to provide parks and recreation related public services to the resident community and visitors alike. As the cumulative projects would not result in the need for new or expanded public services, and the proposed Master Plan and project would result in a less-than-significant impact, the Master Plan and Multigenerational Center **would not make a considerable contribution** to a cumulative impact related to public services.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. Recreation.				
Would the project:				
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?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.1 Environmental Setting

The plan area provides a range of recreational opportunities, including day-use activities (e.g., picnicking, beach activities), walking, bicycling, camping, and swimming and classes at the Recreation and Swim Complex. During the winter, many of these activities continue and a winter concessionaire provides additional opportunities for winter recreation activities (e.g., snow karts and snow bikes, snow slide, snow-based play areas).

Numerous recreational activities are also located in close proximity to the plan area. Regan Beach and Bijou Community Park are located within walking distance and approximately 1 mile, respectively, from the plan area and contain the following public recreation amenities:

- beach
- grassy lawn
- volleyball courts
- dog park
- playground
- observation deck
- picnic and barbecue areas
- basketball court
- disc golf course
- open meadow
- restrooms
- bike park
- skateboard park
- Bijou Municipal Golf Course

CAMPGROUNDS

The plan area includes the Campground by the Lake that contains 172 campsites and six tent cabins. Campsites at the campground are available for tent or RV camping. Amenities include restrooms and showers. In 2017, approximately 22,700 people stayed at the Campground by the Lake and approximately 27,600 people stayed in 2018 (Thomaselli, pers. comm., 2021). In 2018, the campground had 75 percent occupancy for the season. The south shore area of Lake Tahoe contains 11 campgrounds, including the Campground by the Lake, with over 1,400 campsites (see Table 3.16-1). The nearest campgrounds to the project area are Tahoe Valley Campground, Camp Richardson campgrounds, and Nevada Beach Campground.

Table 3.16-1 Campgrounds Near the South Shore of Lake Tahoe

Campground	Number of Campsites	Approximate Distance from Campground by the Lake (miles)
Campground by the Lake	172 campsites, 6 tent cabins	0
Tahoe Valley Campground	354 RV sites, 75 tent campsites	3
Camp Richardson Campgrounds (Eagle's Nest and Badger's Den)	211 campsites	5
Nevada Beach Campground	51 campsites	5
Fallen Leaf Campground	201 campsites, 6 yurts	6
Zephyr Cove RV Park and Campground	93 RV sites, 57 tent campsites	6
Camp Shelley	25 campsites	8
Eagle Point Campground	100 campsites	10
Emerald Bay Boat Campground	22 campsites	11
Luther Pass Campground	15 tent campsites	12
D.L. Bliss State Park	151 campsites (includes 1 group site)	13
Total	1,527 campsites 12 yurts/tent cabins	NA

Note: NA = not applicable

Source: compiled by Ascent Environmental in 2021

SHARED-USE PATHS

The plan area and surrounding areas contain a network of shared-use paths, which are paths that support pedestrian and bicycle use with space for two-direction travel. Existing shared-use paths include a continuous path along US 50 from the intersection with Pioneer Trail through the plan area, behind the Harrison Avenue commercial district, back along US 50 continuing west. Some other nearby shared-use paths include a path along Lyons Avenue between US 50 and Rufus Allen Boulevard, Al Tahoe from US 50 to Pioneer Trail, and along Ski Run Boulevard between US 50 and Pioneer Trail. The city contains over 9 miles of shared-use paths and El Dorado County includes 12 miles of shared-use paths (TRPA 2018).

3.16.2 Discussion

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?

56 Acres Master Plan

Less-than-significant impact. The Master Plan would include construction of new recreation and public service facilities and would not create additional demand for recreation facilities such as a residential or tourist development might.

The various components of the Master Plan would be implemented in phases over 20 years. Existing recreation facilities in the plan area that could be affected by implementation of the Master Plan include the Campground by the Lake, shared-use path on the north side of US 50, and the shared-use path in the portion of the plan area south of US 50. Construction of some of the components, such as the Multigenerational Center project (see below for additional discussion of this component), Civic Center, campground relocation and enhancements, Lakeview Commons Phase 2, Main Street, outdoor event space, and play and gather spaces, would necessarily require temporary closure of some of the existing recreation facilities during construction activities. In particular, the

campground and some of the shared-use paths in the plan area would require closure, which could divert some recreation users to other nearby recreation facilities. However, closure of the shared-use paths would be temporary and recreation users of the shared-use paths would still be able to use existing sidewalks along the roadways in the plan area during construction activities.

Implementation of the Master Plan would result in temporary closure of a portion or all of the campsites at the campground during construction of various components of the Master Plan relocating and reconfiguring the campground. Although the Master Plan would continue to accommodate the campground, the overall number of campsites would be reduced from 172 sites and six tent cabins to 118 campsites for RVs and tents and 17 tent cabins. Including the Campground by the Lake, there are currently 11 campgrounds in the south shore area that provide camping opportunities with over 1,500 campsites. Relocation and configuration of the Campground by the Lake would result in an approximately 2 percent reduction in the number of campsites in the south shore area, which would be partially offset by the increase in tent cabins. During construction of the Master Plan, including the relocated and reconfigured campground, visitors may seek out camping opportunities at other nearby campgrounds. Because nearby campgrounds contain designated campsites that limit the number of visitors at one time, there would not be an increase in use at any one time such that substantial physical deterioration of the facility would occur or be accelerated. Additionally, partial or full closure of the campground would be temporary and use of the plan area for camping would continue once the campground relocation and reconfiguration was completed. Furthermore, with an increase in the number of camping cabins or yurts or tent cabins, this amenity would increase camping opportunities for visitors with limited camping equipment and could expand the times during the year that camping may occur in the project area.

Therefore, the Master Plan would not generate a permanent increase in demand for, or use of, existing recreation facilities outside of the plan area, such that substantial physical deterioration of the facility would occur or be accelerated. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center project would include construction of a new recreation and public service facility that would replace the existing Recreation and Swim Center. The existing Recreation and Swim Center would continue to operate while the Multigenerational Center is being constructed; thus, no existing recreation use of the facility would be displaced during construction of the new facility. As mentioned above for the Master Plan, construction of the Multigenerational Center would temporarily displace some of the campsites in the plan area. However, for the reasons discussed above for the Master Plan, camping opportunities for recreation users of the campground would be temporarily redirected to other nearby campgrounds. Use of nearby campgrounds during temporary closure of the campground in the plan area is discussed above for the 56 Acres Master Plan. The Multigenerational Center would not generate a permanent increase in demand for use of existing recreation facilities outside of the plan area, campgrounds in particular, and would not increase the use of other existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. This impact would be less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

56 Acres Master Plan

Less-than-significant impact. Construction activities associated with new recreation facilities described for the Master Plan in Chapter 2, "Project Description," would include grading, tree removal, demolition activities, and construction of new buildings. Such activities could require use of vehicles and heavy equipment and would generate noise and air emissions. These construction activities could result in adverse physical effects on the environment, which are assessed in the applicable resource sections of this IS/MND. In particular, these construction activities could result in potential adverse impacts related to air quality, biological resources, cultural resources and tribal cultural resources, geology and soils, hydrology and water quality, and noise. See Section 3.3, "Air Quality;" Section 3.4, "Biological Resources;" Section 3.5, "Cultural Resources;" Section 3.7, "Geology and Soils;" Section 3.10," Hydrology and Water

Quality;" and Section 3.13, "Noise," in this IS/MND for more detailed discussions of how the potential effects of the Master Plan and requirements for reducing construction-related impacts. For the reasons described in the sections listed above, implementation of the Master Plan would result in a less-than-significant impact from construction of recreational facilities associated with the Master Plan.

Multigenerational Center Project

Less-than-significant impact. See discussion for 56 Acres Master Plan, above.

3.16.3 Cumulative Impacts

The geographic area for cumulative recreation impacts includes the south shore area of Tahoe. Recreation demand in the Tahoe region is met with a wide variety and number of recreational facilities and opportunities.

Some of the cumulative projects identified on Table 3.21-1 would result in temporary, short-term closures of publicly owned land that provide recreation opportunities related to walking and bicycling. Public access to these areas would be re-established after completion of the project activities. The Al Tahoe Boulevard Safety and Mobility Project, Middle School SR2S Project - Rufus Allen Connector, Pioneer Trail Pedestrian Improvement Project Phase II, South Lake Tahoe Safety Project, and Dennis T. Machida Memorial Greenway projects would result in safety improvements or provide dedicated facilities related to walking and/or bicycling along Al Tahoe Boulevard, Rufus Allen Boulevard, Pioneer Trail, US 50, and the area between Sierra Tract to Van Sickle Bi-State Park. The Alta Mira Public Access Improvement Project would enhance existing public access that would result in improving the shoreline of this area. Because most of these cumulative projects are located in areas where the public access that would be temporarily lost would be shared-use paths or sidewalks, it is likely that recreation users or visitors would be redirected to use the opposite side of the road. Any potential increased demand on nearby paths or other recreation facilities would not be concentrated such that a substantial physical deterioration of these resources or subsequent adverse effects on the environment would occur. Thus, these cumulative projects would not result in a significant cumulative impact on recreation resources.

For these reasons, the Master Plan and Multigenerational Center, when combined with other cumulative projects, would result in a less-than-significant cumulative impact on recreation resources. The Master Plan and Multigenerational Center would enhance future public access to the plan area for recreation programs, camping, play and gather spaces, circulation and connectivity, and events and the duration of time in which the recreation users would be diverted to other recreation resources would be short-term. Therefore, the Master Plan and Multigenerational Center **would not result in a considerable contribution to a cumulative impact** on recreation resources.

3.17 TRANSPORTATION

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

3.17.1 Environmental Setting

The impact analysis presented in this section is based primarily on the *56 Acres Master Plan Transportation Analysis* (Transportation Analysis) prepared by LSC Transportation Consultants for the City. The Transportation Analysis, which is included as Appendix C, provides additional data and information related to the impact study.

ROADWAY NETWORK

The city is served by a roadway network consisting of federal and state highways, arterials, collectors, and local roadways. General descriptions of the roadways located in the vicinity of the plan area and their intended function are provided below.

Highway System

The plan area is served by federal highway US 50 which is operated and maintained by Caltrans. A description of US 50 is provided below:

- US 50 is the primary highway serving Lake Tahoe's south shore, and as part of its transcontinental route within the region connects Sacramento County and the State of Nevada. In the plan area, US 50 (also called Lake Tahoe Boulevard) is a bidirectional four lane highway with a center turn lane and a posted speed limit is 40 miles per hour (mph). North of the plan area, pedestrian and bicycle facilities are present including a Class I bike path (i.e., shared-use path) on the north side of US 50.

Roadways

Currently, the City is responsible for operating and maintaining 130 miles of local roadways. The following roadways provide access to the plan area:

- Rufus Allen Boulevard is a north-south two-lane collector roadway southeast of US 50 and east of the plan area. Rufus Allen Boulevard provides direct access to the plan area from US 50. Additionally, it intersects US 50 and provides access to South Tahoe Middle School to the south and recreational uses and residential uses. There are no bicycle or pedestrian facilities present on Rufus Allen Boulevard and the posted speed limit on Rufus Allen Boulevard is 15 mph when children are present.

- **Lyons Avenue** is an east-west two-lane collector roadway. Lyons Avenue connects to the southern end of Rufus Allen Boulevard, south of the plan area, from US 50 and provides access to the plan area. There are no bicycle or pedestrian facilities present on Lyons Avenue. Additionally, it provides access to recreational uses to the south. The posted speed limit is 15 mph when children are present.

BICYCLE AND PEDESTRIAN FACILITIES

The bicycle and pedestrian transportation system in the City of South Lake Tahoe includes local bikeways and trails. These bicycle facilities include Class I Shared-Use Paths, Class II Bike Lanes, Class III Bike Routes, and Class IV Separated Bikeways. The TRPA Active Transportation Plan defines each bicycle facility type in the following ways:

- **Shared-Use Path (Class I):** A shared-use path is a completely separate trail for active transport users. The path is recommended to be 10 feet wide and provide for two direction travel.
- **Bike Lane (Class II):** Bike lanes are striped 6-foot-wide lanes and provide one way travel on a shared roadway with vehicles.
- **Bike Route (Class III):** A bike route is a shared roadway typically located on low-volume and low-speed streets. Signs and painted "sharrows" assist with wayfinding and show the preferred location of the biker within the roadway (TRPA 2016:2-4).

As of 2016, the City's bike and pedestrian system included 8 miles of Class I shared-use paths, 15 miles of Class II bike lanes, 8 miles of Class III bike routes, and 12 miles of sidewalks totaling 43 miles of dedicated bicycle and pedestrian facilities (TRPA 2016:2-5). The site is served by numerous bicycle and pedestrian facilities. A major shared-use path runs along US 50 between San Jose Avenue and Stateline. This shared-use path connects to the plan area and can be accessed from the Rufus Allen Boulevard/US 50 intersection. A designated bike route also runs along Rufus Allan Boulevard along the east side of the plan area. Additionally, bicycle racks are present throughout the city and are typically located adjacent to major businesses, transit stops, and major parking areas.

TRANSIT SYSTEM

Transit service within the plan area is provided by the Tahoe Transportation District (TTD) via fixed route operations and Americans with Disabilities Act (ADA) paratransit service. The plan area is currently served by TTD Route 50, which operates daily between 6:30 a.m. and 8:05 p.m. in the eastbound direction and between 7:00 a.m. and 8:28 p.m. in the westbound direction. The plan area is served by two eastbound stops along US 50 at the Senior Center south of San Francisco Avenue and west of Rufus Allen Boulevard near the library, and two westbound stops north of San Jose Avenue and south of San Francisco Avenue.

TRANSPORTATION REGULATIONS

Senate Bill 743 and CEQA

SB 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

These updates indicated that vehicle miles travelled (VMT) would be the primary metric used to identify transportation impacts. State CEQA Guidelines Section 15064.3 was added on December 28, 2018, to address the determination of significance for transportation impacts, which requires VMT as the basis of transportation analysis instead of congestion (such as LOS). The updated State CEQA Guidelines were approved, and lead agencies had an opt-in period until July 1, 2020 to implement the updated guidelines regarding VMT. As of July 1, 2020, implementation of Section 15064.3 of the updated CEQA Guidelines apply statewide.

State CEQA Guidelines Section 15064.3(b) identifies criteria for analyzing the transportation impacts of a project. Section 15064.3(b)(1) addresses land use projects and describes that projects with specified proximity (i.e., 0.5-mile or less) to "major" or "high quality" transit should be presumed to cause a less-than-significant transportation impact. Additionally, Section 15064.3(b)(1) also describes that projects resulting in a decrease in VMT in the project area as compared to existing conditions should also be presumed to have a less-than-significant effect. Section 15064.3(b)(3), "Qualitative Analysis," explains that there may be conditions under which a qualitative rather than quantitative analysis of VMT is appropriate. This section states that if existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may qualitatively analyze VMT generated by a project. Additionally, this section notes that for many projects, a qualitative analysis of construction traffic may be appropriate. Section 15064.3(b)(4), "Methodology," explains that the lead agency has discretion to choose the most appropriate methodology to evaluate VMT subject to other applicable standards such as CEQA Guidelines Section 15151 (standards of adequacy for EIR analyses).

In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), which provides guidance for VMT analysis. The 2018 Technical Advisory provides guidance related to screening thresholds for small projects to indicate when detailed analysis is needed or if a project can be presumed to result in a less-than-significant VMT impact. The Technical Advisory notes that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact, absent substantial evidence indicating otherwise (OPR 2018).

Project Impact Assessment Guidelines

The TRPA Project Impact Assessment Guidelines (PIA) describe requirements for development projects amendments in the Tahoe Basin. These guidelines reflect 2021 updates to the TRPA Environmental Thresholds, which involved replacement of the previous VMT-based nitrate deposition threshold with a new VMT-based threshold focused on reducing mobile source GHG emissions, reducing dependency on the personal automobile, and creating more sustainable communities. This update resulted in revisions to Chapter 65: "Air Quality/Transportation" of the TRPA Code of Ordinances to establish PIA requirements designed to implement the revised TRPA environmental threshold and ensure that it aligns with recent California legislative changes (i.e., Senate Bill 743, Public Resources Code Section 21099, and California Code of Regulations Section 15064.3) that have occurred relative to transportation impact analysis and the use of VMT as the primary metric.

This document provides a basis for preparing a VMT analysis in compliance with Chapter 65 of the TRPA Code of Ordinances and the Project Impact Assessment and Air Quality Mitigation Fee Framework.

Some project types, as outlined in TRPA Code Subparagraph 65.2.3.D and listed below, are presumed to result in a less-than-significant VMT impact absent any evidence to the contrary (TRPA 2021a). The following screening criteria are potentially applicable to the project:

- **Projects Generating Low VMT:** Projects will be screened from further transportation analysis using the following vehicle miles travelled calculations:
  - 1,300 in-Basin VMT within town centers and the half-mile buffer around them.
  - 715 in-Basin VMT in all other areas.
- **Redevelopment Projects**: For projects replacing an existing development or use, the net average daily VMT generation should be considered against the screening criteria. This requires calculating both existing average daily VMT and average daily VMT under the proposed project.

The TRPA Code requires that projects that involve more than 650 daily VMT must describe and evaluate the significance of all impacts in the Initial Environmental Checklist. A project that is not screened out must analyze whether it meets the standard of significance.

Environmental Thresholds

As prescribed by the Compact, TRPA adopted environmental thresholds in 1982 covering nine resources or topics including air quality which included a VMT-based standard. This standard was originally adopted to address nitrate deposition concerns which, over time improved substantially. As a result, nitrate deposition is no longer a significant contributor to lake clarity issues (TRPA 2021b). In recognition of this, in April 2021, the Governing Board removed the nitrate deposition threshold and replaced it with a new mobility-related threshold under a new category heading (TRPA 2021b):

- TSC1: Reduce Annual Daily Average VMT Per Capita by 6.8 percent from 12.48, the 2018 baseline, to 11.63 in 2045.

The new VMT thresholds sets forth an efficiency based VMT standard that better aligns with identified polices goals and affords consistency with California and Nevada state policies with respect to GHG emissions reduction and aligns with and is responsive to meaningful change in the regional land use and the transportation system.

Code of Ordinances

Changes in daily vehicle trip ends (DVTE) as a result of additional development and transferred development, and all changes in project operation are discussed in Section 65.2, "Traffic and Air Quality Mitigation Program," of the TRPA Code. Fees are assessed in accordance with TRPA's Mitigation Fee Schedule (TRPA 2020) on an individual project basis for projects that increase DVTE. The purpose of the fee program is to offset impacts from indirect sources of air pollution. Temporary activities are governed by TRPA Code Section 2.3.6, and construction projects are required to comply with TRPA's standard conditions of approval.

3.17.2 Discussion

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

56 Acres Master Plan

Less-than-significant impact.

Bicycle and Pedestrian Facilities

The Community Plan, which encompasses the Master Plan, contains a Traffic Circulation and Parking Goal to reduce automobile dependency and "improve the movement of people, goods, and services within the Bijou/Al Tahoe area, and the Region, consistent with the economic and environmental goals of the community plan" (City of South Lake Tahoe and TRPA 1995:I-3). The Community Plan Transportation Element includes the following objective and related policies to increase active transportation in the area that are applicable to the Master Plan:

Objective 4: To improve circulation, reduce vehicle trips, and to improve public access to the recreational areas, a network of bike trails and sidewalks shall be constructed.

- **Policy A:** Extend and provide additional bike trails within the Community Plan area and to recreation areas.
- **Policy B:** Provide adequate sidewalks in commercial areas which are maintained free of snow on a year-round basis.
- **Policy C:** Pedestrian and bicycle facilities identified in the Plan shall be identified and constructed as part of the CIP (City of South Lake Tahoe and TRPA 1995:III-2).

The TRPA Bicycle and Pedestrian Master Plan identifies proposed shared use paths along the southeast side of the plan area and on US 50 east of the Master Plan area (TRPA 2016:4-31). Additionally, the City of South Lake Tahoe General Plan proposes Class II bike lanes along US 50 as well as Class I bike facilities connecting the existing shared-use bike path north of US 50 at Harrison Avenue south to Los Angeles Avenue where another shared-use path is present (City of South Lake Tahoe 2011:TC-13).

As identified in Chapter 2, "Project Description," an objective of Master Plan implementation is to "improve pedestrian and bicycle circulation and access, including pedestrian access throughout the plan area and the beach/lakefront area and connections to surrounding destinations and the regional network." The proposed Master Plan includes an existing and proposed comprehensive network of multipurpose bicycle/pedestrian facilities within the plan area. These facilities are designed in locations that align the paths with signalized intersections along US 50 and provide crosswalks for bicyclists and pedestrians. Thus, bicyclists and pedestrians would be provided with protected crossing of US 50.

The Master Plan would provide several areas for public gathering and include the addition of internal shared-use paths to various points of interest. Additionally, implementation of Lakeview Commons Phase 2 improvements as part of the Master Plan, in the northern portion of the Master Plan area, would enhance bicycle and pedestrian access to the beach, create more usable space at the park, and provide safer connections to the rest of the Master Plan area facilities. As identified in the City's General Plan Policy TC-3.12, the City shall also provide bike racks and bike storage at all public buildings, parks, and recreation areas, and shall require bicycle racks or lockers for significant new private development projects or substantial additions" (City of South Lake Tahoe 2011:TC-15).

Because the Master Plan would retain existing shared-use paths in the plan area and would construct the Lakeview Commons Phase 2 boardwalk and additional bicycle and pedestrian connections within the plan area, the Master Plan would not conflict with any existing facilities. Internal circulation improvements would enhance access to the various land uses provided by the Master Plan for bicyclists and pedestrians. Therefore, buildout of the Master Plan would not conflict with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities. Thus, the impact would be less than significant.

Transit Service

The TRPA Regional Transportation Plan envisions a built-out transit system by 2045 with frequent service operating every 15 minutes along US 50 in the Master Plan corridor (TRPA 2021c:53-54). As previously described, the Master Plan area is served by TTD Route 50. Stops are located along US 50 at Modesto Avenue, San Jose Avenue, and Rufus Allen Boulevard. The Master Plan would not conflict with any of the existing bus stops along US 50. Additionally, the Master Plan would improve transit accessibility by relocating the Multigenerational Center closer to a transit stop and moving City Hall, which is not currently served by transit, to the plan area where transit is provided. The projects proposed under the Master Plan are expected to increase transit ridership due to an increase of visitors utilizing the facilities in the area and the nature of infill development which tends to locate desirable destinations closer to residences. The existing transit system has adequate capacity to meet the anticipated demand; however, according to the OPR Technical Advisory, lead agencies should not treat an increase in transit ridership as an adverse impact when analyzing impacts to transit (OPR 2018:19). Although additional transit users may slow service, an increased demand in ridership ultimately enhances operations through improved service changes.

Policy TC-2.4 of the City of South Lake Tahoe General Plan states that the City shall "provide and maintain Regional Transit Centers in the Stateline and Tahoe Valley areas, and a Neighborhood Transit Center in the Lakeview Commons area. The transit centers will connect regional buses, trolleys, local shuttles, bike trails, and pedestrian facilities (year-round sidewalks, bus shelters, and lighting), and will include space for hotel and resort shuttle bus pick-up and drop-off." Additionally, the General Plan identifies the Master Plan area as the general location for the future neighborhood transit center in the Lakeview Commons area (City of South Lake Tahoe 2011:TC-9 and TC-10).

The portion of the City in the plan area is a centralized location in the south shore area that contains a shared-use path extending from near Stateline to west of the plan area, contains several transit stops, is adjacent to US 50, and is adjacent to a variety of uses (e.g., recreation, commercial, tourist accommodations, and residential areas); thus, the area currently provides features of a neighborhood transit location. Implementation of the Master Plan would not conflict with the use of this area for neighborhood transit-related uses.

The overall improvements related to bicycle and pedestrian access and circulation would also enhance the experience for transit riders in the Master Plan area by providing safer first/last mile options. Additionally, the Master Plan would retain the transit stops along US 50 to support the General Plan vision for the neighborhood transit center identified

in the area. Therefore, buildout of the Master Plan would not conflict with a with a program, plan, ordinance, or policy addressing transit service. Thus, the impact would be less than significant.

Multigenerational Center Project
Less-than-significant impact.

Bicycle and Pedestrian Facilities
Implementation of the Multigenerational Center would include construction of new shared-use paths that would connect to nearby existing paths. As part of relocating the existing campground, any existing paths would be replaced and/or rerouted to maintain bicycle and connectivity within the plan area and to surrounding areas. Additionally, as described above for the Master Plan, the Multigenerational Center would provide bike racks and bike storage at the new facility consistent with General Plan Policy TC-3.12. Because the Multigenerational Center project would maintain bicycle and pedestrian connectivity in the plan area and provide other bicycle infrastructure, the Multigenerational Center would not conflict with a with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities. Thus, the impact would be less than significant.

Transit Service
The Multigenerational Center would replace the existing Recreation and Swim Complex, although at a location in the northern part of the plan area next to the library and US 50, which is also near the location of an existing transit center. Thus, the Multigenerational Center's closer proximity to an existing transit stop compared to the Recreation and Swim Complex accessed on Rufus Allen Boulevard, could encourage more Multigenerational Center users to utilize transit. The overall improvements related to bicycle and pedestrian access and circulation, along with the Multigenerational Center's proximity to transit, would also enhance the experience for transit riders in the Master Plan area by providing safer first/last mile options. As detailed above for the Master Plan, although the Multigenerational Center may generate additional transit ridership, lead agencies should not treat increased demand as an adverse impact to transit service, and additional ridership could benefit the overall transit system (OPR 2018:19). Therefore, the Multigenerational Center would not conflict with a with a program, plan, ordinance, or policy addressing transit service. Thus, the impact would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

The City has yet to adopt VMT thresholds or guidelines to meet the state requirements set by SB 743 and that address CEQA Guidelines Section 15064.3. Therefore, in the absence of adopted VMT guidelines and thresholds of significance, the VMT analysis herein relies on the guidance provided in CEQA Guidelines Section 15064.3 and the OPR Technical Advisory; and was conducted in accordance with the TRPA PIA as described below. The TRPA PIA includes a small project screening criteria indicating that projects resulting in a net increase of average annual daily VMT less than 1,300 within a town or regional center or a half-mile distance of a town or regional center (such as the location of the plan area) is considered a low-VMT project and can be presumed to result in a less-than-significant impact. Additionally, it should be noted that the VMT estimation was conducted such that trip lengths were not truncated at jurisdictional or the Lake Tahoe Basin boundary, and the entirety of trip lengths were accounted for. This was conducted to ensure that trip lengths outside of the Tahoe Basin were included in the VMT analysis, as many destinations and recreational elements in the area attract visitors from outside the region.

Project-generated VMT was calculated by multiplying the average daily trips generated by the proposed land uses by the average trip length for each use category and summing the VMT for each individual land uses. The total change in VMT for the project was calculated by subtracting the existing VMT generated by uses on the project site from the VMT of proposed project, adding the net change in VMT elsewhere for each land use, and then summing over all land use categories. For additional details regarding the VMT data, assumptions, and analysis see Appendix C.

56 Acres Master Plan
Less-than-significant impact.

Construction

As detailed in Chapter 2, "Project Description," buildout and construction of the Master Plan would occur over the span of 20 years. Construction activities would be temporary and intermittent in nature; and thus, would not result in long-term increases in vehicular trips. Additionally, the VMT of construction workers is not newly generated; instead, it is redistributed throughout the regional roadway network based on the different work sites in which workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. Thus, construction activities are not expected to significantly increase VMT in the region.

Operations

As detailed in Chapter 2, "Project Description," the Master Plan area consists of the implementation of various facilities across 56 acres and would encompass a variety of land uses including a Multigenerational Center, campground, civic center, cultural center, and ice arena. The Transportation Analysis calculated the anticipated VMT that would be generated by the projects contained within the Master Plan. Table 3.17-1 depicts the VMT from the existing land uses and the estimated future VMT with Master Plan implementation as identified in the Transportation Analysis. For detailed VMT data, assumptions, and analysis see Appendix C.

Table 3.17-1 Master Plan VMT

Land Use	Existing VMT	Future Buildout VMT	Change in VMT Elsewhere[1]	Total Change in VMT
Multigenerational Center	1,433	2,229	0	796
Ice Skating Center	1,546	1,546	0	0
Campground	7,262	4,977	0	-2,285
Cabins	485	3,468	0	2,983
Library	1,164	1,164	0	0
Senior Center	103	103	0	0
Historical Museum	6	6	0	0
Art Center	98	98	0	0
Chamber Office	227	227	0	0
Outdoor Event Spaces	69	173	0	104
Passive Park Space	5	14	0	9
Municipal Office Uses	0	1,087	-1,514	-427
Maintenance Yard	58	0	58	0
Vector Control	33	0	32	-1
Fire Training Facility	34	0	31	-3
Total	12,523	15,092	-1,393	1,176
Percent Change				9%

[1] The net change in VMT for the Master Plan is calculated by taking the VMT from the buildout on the Master Plan site, subtracting the existing VMT and adding the net change in VMT elsewhere for each land use, and then summing over all land use categories.

Source: Appendix A

As presented in Table 3.17-1, the total net VMT per day generated by the Master Plan would be 1,176; thus, not exceeding the TRPA screening criteria for projects generating low VMT (i.e., 1,300 in-Basin VMT within town centers and the half-mile buffer around them). It should be noted that although projects that meet the screening criteria contained within the PIA are presumed to result in a less-than-significant VMT impact, the mobility mitigation fee must still be paid (TRPA 2021a:12).

Summary

As detailed above, VMT related to construction activities are temporary in nature and redistributed throughout the transportation network, not newly generated. Additionally, the operational activities of the Master Plan would

produce less than 1,300 newly generated VMT; and thus, the Master Plan meets the screening criteria established in the TRPA PIA and is presumed to result in a less-than-significant impact. For this reason, the Master Plan would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact.

Construction

Multigenerational Center construction activities would begin in 2022 and the building would be operational in 2024. Therefore, construction activities would be temporary and intermittent in nature; and thus, would not result in long-term increases in vehicular trips. Additionally, the VMT of construction workers is not newly generated; instead, it is redistributed throughout the regional roadway network based on the different work sites in which workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. Further, even if the trips generated during Multigenerational Center construction were considered to be new trips, as detailed in the modeling referenced in Section 3.8, "Greenhouse Gas Emissions", approximately 27 daily trips would be generated by construction workers during the phase of construction requiring the greatest number of workers (i.e., building construction). Therefore, the number of daily construction trips generated would be fewer than 110 trips per day; thus, satisfying the screening thresholds for small projects as detailed in the OPR Technical Advisory. Therefore, construction activities would not significantly increase VMT in the region.

Operations

As presented previously, the anticipated newly generated VMT for the entire buildout of the Master Plan is 1,176 VMT per day. As detailed above, the Master Plan would be considered a low VMT generating project under the TRPA PIA screening criteria. Therefore, due to the manner in which VMT was estimated and because the Multigenerational Center is only one land use of the larger Master Plan, the project would not exceed the screening criteria. Furthermore, as shown in Table 3.17-2 the estimated net total VMT attributed to the Multigenerational Center is 796 VMT per day. Therefore, the Multigenerational Center would be considered a low-generating VMT project and would be presumed to result in a less-than-significant VMT impact.

Table 3.17-2 Multigenerational Center VMT

Existing VMT	Future Buildout VMT	Change in VMT Elsewhere[1]	Total Change in VMT
1,433	2,229	NA	796

Notes: NA = not applicable

[1] The net change in VMT for the Multigenerational Center is calculated by taking the VMT from the buildout on the Master Plan site, subtracting the existing VMT and adding the net change in VMT elsewhere for each land use, and then summing over all land use categories.

Source: Appendix A

Summary

VMT related to construction activity is not considered to be newly generated, rather temporary and redistributed through the roadway network. Additionally, construction VMT would generate fewer than 110 daily trips; thus, the Multigenerational Center meets the screening criteria established in the OPR Technical Advisory for small projects. Operational VMT attributed to the Multigenerational Center would not exceed the threshold for low VMT-generating projects as defined in the TRPA PIA and would be presumed to not cause a significant impact. For this reason, the Multigenerational Center would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). This impact would be less than significant.

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

56 Acres Master Plan

Less-than-significant impact. The Master Plan would include the construction of a new "Main Street" that would extend from Tallac Avenue on the west to Rufus Allen Boulevard on the east and include a new entry to the

campground and civic center. The new road and parking areas would be required to comply with all City design standards and regulations. Additionally, in accordance with City standards, the new roadway would be required to provide adequate sight distance at all access points. The Master Plan would be required to comply with the following local and regional policies and standards related to project design:

- City of South Lake Tahoe Municipal Code: Chapter 6.10 and 6.55 of the municipal code pertain to land use development design standards and plan area regulations for the City of South Lake Tahoe.
- TRPA Code of Ordinances: compiles all the laws and ordinances needed to implement the region's goals and policies through a memorandum of understanding that allows for implementation and regulation by the City Planning Division.
- City-wide Design Standards Checklist: compiles the City's design standards into one resource document.
- Parking, Driveway, and Loading Space Checklist: sets forth standards for driveways, parking, and loading facilities to minimize interference with traffic flow on the street and highway system of the City and to discourse the establishment of unnecessary impervious surfaces.
- Community Plan Standards and Guidelines Checklist: establishes special design standards for the community plan area to achieve the desired urban form.

Buildout of the plan area would take place over approximately 20 years. Encroachment permits from the City would be required, and traffic control plans would be developed to demonstrate appropriate traffic handling during construction activities for all work that will or may impact the traveling public (e.g., the transport of equipment and materials to the project area). If any work related to the Master Plan encroaches into Caltrans right of way, such as construction of the new Main Street intersection at US 50 at the intersection of US 50 and Tallac Avenue, all construction activity must comply with Caltrans regulations in the following documents:

- California Manual of Uniform Traffic Control Devices: adopts uniform standards and specifications for all official traffic control devices in California
- Caltrans Highway Design Manual: establishes uniform policies and procedures to carry out the state highway design functions of Caltrans
- Caltrans Encroachment Permits: must be obtained for all proposed activities related to the placement of encroachments within, under, or over the state highway rights of way
- Work Zone Safety Standards, Traffic Safety Devices and Traffic Safety Systems Guidance: establishes policies and procedures for traffic safety systems, including barriers, guardrail, crash attenuators, and end treatments and provides guidance for application of safety systems.
- All other applicable Caltrans regulations and documents

All access and roadway related improvements associated with the Master Plan would be constructed in accordance with applicable City and state design, safety standards, and permit requirements. For these reasons, the Master Plan would not substantially increase hazards due to geometric design features or incompatible uses; therefore, the impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. The Multigenerational Center would include the construction of a new roadways for internal circulation. The Multigenerational Center would provide vehicular access from Rufus Allen Boulevard and reconfigure the existing parking lot near the library to accommodate additional parking spaces including the construction of a new driveway. Improvements to the roadway and parking areas would be required to comply with all City design standards and regulations. Additionally, in accordance with City standards, the adequate sight distance would be provided at all access points. The Multigenerational Center would be required to comply with the following local and regional policies and standards related to design:

- City of South Lake Tahoe Municipal Code: Chapter 6.10 and 6.55 of the municipal code pertain to land use development design standards and plan area regulations for the City of South Lake Tahoe
- TRPA Code of Ordinances: compiles all the laws and ordinances needed to implement the region's goals and policies through a memorandum of understanding which allows for implementation and regulation by the City Planning Division
- City-wide Design Standards Checklist: compiles the City's design standards into one resource document
- Parking Driveway, and Loading Space Checklist: sets forth standards for driveways, parking, and loading facilities to minimize interference with traffic flow on the street and highway system of the City and to discourse the establishment of unnecessary impervious surfaces
- Community Plan Standards and Guidelines Checklist: establishes special design standards for the community plan area to achieve the desired urban form

As detailed above, all access and roadway related improvements associated with the Multigenerational Center would be constructed in accordance with applicable City design, safety standards, and permit requirements. For these reasons, the Multigenerational Center would not substantially increase hazards due to geometric design features or incompatible uses; therefore, the impact would be less than significant.

d) Result in inadequate emergency access?

56 Acres Master Plan

Less-than-significant impact. As discussed in item c), the Master Plan would be required to meet all City and Caltrans construction safety standards as applicable. The Master Plan would also follow provisions set forth in the most current edition of the California Fire Code as adopted by the City of South Lake Tahoe. Chapter 33 of the 2019 California Fire Code contains applicable standards for fire safety during construction and demolition including required provisions for emergency access. Appendix D of the California Fire Code contains minimum dimensions and design standards for fire apparatus roads to maintain adequate emergency access during operations. Furthermore, the Master Plan would be subject to review and inspections by the City and responsible emergency service agencies to ensure any potential impacts to emergency vehicles and evacuation are minimized. Additionally, the construction of the new east/west "Main Street", which would bisect the Master Plan area and enhance connectivity between US 50 and Rufus Allen Boulevard, could provide improved access in the case of an emergency. Therefore, the buildout of the Master Plan would not result in inadequate emergency access; thus, the impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. As discussed in item c), the Multigenerational Center would be required to meet all City construction safety standards as applicable. The Multigenerational Center would also follow provisions set forth in the most current edition of the California Fire Code as adopted by the City of South Lake Tahoe. The Multigenerational Center would include the construction of a new paved access road and turn around on the southwest side of the facility. Right of way is secured for the implementation of future fire access roads between the access road and the parking lot as well as the existing paved pathway west of the Multigenerational Center. Chapter 33 of the 2019 California Fire Code contains applicable standards for fire safety during construction and demolition including required provisions for emergency access. Appendix D of the California Fire Code contains minimum dimensions and design standards for fire apparatus roads in order to maintain adequate emergency access during operations. Furthermore, the Multigenerational Center would be subject to review and inspections by the City and responsible emergency service agencies to ensure any potential impacts to emergency vehicles and evacuation are minimized. Additionally, the internal roadway and parking improvements enhance connectivity and circulation and could provide improved access in the case of an emergency. Therefore, the Multigenerational Center would not result in inadequate emergency access; thus, the impact would be less than significant.

3.17.3 Cumulative Impacts

Buildout of the Master Plan would include internal bicycle and pedestrian facility improvements including construction of multi-use paths and bike storage. The consistency of the Master Plan with the RTP, City General Plan, ATP, and Bijou/Al Tahoe Community Plan results in no conflicts with a program, plan, ordinance or policy addressing bicycle and pedestrian systems. Additionally, implementation of the Master Plan would improve transit accessibility by relocating the Multigenerational Center and City Hall. Additionally, the plan area will maintain the existing bus stops along US 50. Therefore, there would be no conflict with existing or planned future transit infrastructure or transit service in the area. For these reasons, the Master Plan's incremental contribution to cumulative transit, bicycle, and pedestrian impacts would not be cumulatively considerable such that a new significant transportation impact would occur.

The implementation of the Master Plan would result in an increase in average daily VMT; however, it would not exceed the applicable TRPA screening criteria (i.e., 1,300 in-Basin VMT within town centers and the half-mile buffer around them). Additionally, the recreation and active transportation projects shown in Table 3.21-1 would presumably reduce VMT (i.e., Al Tahoe Boulevard Safety and Mobility Project, Middle School SR2S Project - Rufus Allen Connector, Pioneer Trail Pedestrian Improvement Project Phase II, South Lake Tahoe Safety Project, and Dennis T. Machida Memorial Greenway Shared-Use Trail). Thus, when considered with other past, present, and reasonably foreseeable future projects, the project would have a less than cumulatively considerable contribution to VMT impacts.

Cumulative impacts associated with emergency access and road design are primarily a localized effect. However, cumulative impacts from project-generated construction effects on transportation may result if other future planned construction activities were to take place close to the project site and cumulatively combine to exacerbate the construction-related transportation impacts of the project. As such, the cumulative projects with the potential to result in a significant cumulative impact associated with construction phase emergency access and road design features would be the projects located in the immediate vicinity of the project site as emergency responders attempt to respond to emergency and as vehicles use the project site ingress and egress locations while merging on to the primary roadways. Given there are very few projects in the immediate vicinity of the project site and because they will also need to demonstrate compliance with applicable design standards and emergency service provider design and emergency response requirements, they would not impede emergency access or cause a potential transportation-related hazard. Therefore, cumulative impacts from nearby projects would not be significant. Thus, when considered with other past, present, and reasonably foreseeable future projects, the project would have a less than cumulatively considerable contribution to emergency access and transportation hazards impacts.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?	☐ Yes			☒ No
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

3.18.1 Environmental Setting

Among the many peoples that occupied the Lake Tahoe region, the Washoe Tribe have been recognized as the primary indigenous residents of the area. Physical evidence of Washoe occupation dates back at least 2,000 years within the Kings Beach complex; however, ancestral lines of the Washoe Tribe may date beyond the archaeological record. The Washoe language is unique to the region and is thought to be older than any other Sierran and Great Basin language spoken by neighboring tribes; it is most likely a distinct branch of the Hokan language groups. *Da ow a ga*, "Lake Tahoe" in the Washoe language, is considered a sacred water and the center of the Washoe world (PaleoWest 2021).

Beyond the Lake itself, Washoe territory extends from the edge of the Great Basin to the east at the Pah Pah range, to the crest of the Sierra Nevada Mountains in the west, to Honey Lake in the north and the Sonora Pass in the south. Within this region, the Washoe Tribe inhabited both the Pine Nut Mountains and the Virginia Range in the broader Lake Tahoe region. The Washoe engaged in a hunter-gatherer lifestyle travelling throughout these regions utilizing a diversity of alpine and foothill resources. Like other semisedentary hunter-gatherer groups the Washoe utilized both opportunistic foraging camps and seasonal round residential camps strategically placed along waterways throughout the area (PaleoWest 2021).

The seasonal round starts in spring when groups of younger people leave winter camps and return to the lake to begin fishing and gathering resources. At the beginning of summer, the remainder of the tribe would meet them. Summer months were spent at Lake Tahoe with some small forays being conducted to gather resources like medicinal and marsh plants and seeds in adjacent alpine valleys. Men often hunted large game in high elevations to

supplement the diet year-round but did so most in the fall when the game was most plentiful. Fall was an exceptionally important time of year as the Washoe would move to the Pine Nut Hills to harvest acorns and pine nuts, staple foods in the Washoe diet. These resources played an essential role in the Washoe lifeways as it would sustain the tribe through winter months where family groups spent the season at base camps along the Truckee River, and proximal to Donner, Cold, and Martis creeks. These winter months were a time when the Washoe told stories, repaired tools, and wove baskets in preparation for the more productive seasons. While this seasonal round was employed by most of the Washoe, some individuals would winter at the Lake, and at times throughout the year take longer trips to gather extra local resources and tool stone (PaleoWest 2021).

The Washoe lifeway was fairly consistent until 1858 when western expansion and the discovery of the Comstock Lode saw considerable numbers of Euro-Americans moving west. As a result, Washoe lands were colonized, and tribal members were displaced as settlers, ranchers, and miners moved into the region. Though the impact of these events devastated Washoe communities and culture, the traditions of Washoe Tribe survived the American Expansion, and modern members continue to practice their ancestral heritage at *Da ow a ga* today (PaleoWest 2021).

TRIBAL CONSULTATION

Under PRC Sections 21080.3.1 and 21082.3 (AB 52), the lead agency must consult with tribes traditionally and culturally affiliated with the project site that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

On June 8, 2021, the City sent notification letters that the project was being addressed under CEQA, as required by PRC Section 21080.3.1, to the four Native American tribes that had previously requested such notifications, the Ione Band of Miwok Indians, the Shingle Springs Band of Miwok Indians, the United Auburn Indian Community of the Auburn Rancheria, and the Washoe Tribe of Nevada and California. No responses were received, and AB 52 consultation is complete.

A record search of NAHC Sacred Lands File (SLF) for the plan area was completed on October 8, 2021. The NAHC search indicated that the SLF was negative for the presence of Native American resources within the plan area.

3.18.2 Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

56 Acres Master Plan

No impact. The NCIC records search (File #ELD-21-22) revealed that the plan area contains no tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Therefore, there would be no impact.

Multigenerational Center Project

No impact. See discussion for 56 Acres Master Plan, above.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

56 Acres Master Plan

Less than significant with mitigation incorporated. The NAHC SLF was negative. Anna Cheng, Cultural Regulatory Assistant for the United Auburn Indian Community (UAIC) of the Auburn Rancheria, replied to the AB 52 notification letter stating that the UAIC defers to the Washoe Tribe for projects in the Truckee and Tahoe Basin.; No other tribes replied to the AB 52 notification letter. No resources within the plan area have been identified as tribal cultural resources as defined by PRC Section 21074. However, subsequent discretionary projects may be required to prepare site-specific project-level analysis to fulfill CEQA requirements, which may include additional AB 52 consultation that could lead to the identification of tribal cultural resources. Therefore, this impact would be potentially significant.

Mitigation Measure 3.18-1: Protect Tribal Cultural Resources in Subsequent Discretionary Projects

This mitigation measure applies to the 56 Acres Master Plan.

If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process required under PRC Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures, where feasible and necessary, to address site-specific impacts and avoid or minimize the significant adverse impacts:

Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource (PRC Section 21084.3[a]). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3[b]). Examples include:

- avoiding and preserving the resources in place, including planning and constructing to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria;
- treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including:
- protecting the cultural character and integrity of the resource;
- protecting the traditional use of the resource;
- protecting the confidentiality of the resource; and
- establishing permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.

Mitigation Measure 3.18-2: Unanticipated Discovery of Tribal Cultural Resources

This mitigation measure applies to the 56 Acres Master Plan.

If any suspected tribal cultural resources are discovered during ground disturbing construction activities, including midden soil, artifacts, chipped stone, exotic rock (nonnative), or unusual amounts of baked clay, shell, or bone, all work shall cease within 100 feet of the find. Appropriate tribal representative(s) shall be immediately notified and shall determine if the find is a tribal cultural resource (pursuant to PRC Section 21074). The tribal representative will make recommendations for further evaluation and treatment, as necessary.

Preservation in place is the preferred alternative under CEQA and the tribes' protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may

be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project vicinity where they will not be subject to future impacts. The Tribe does not consider curation of tribal cultural resources to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe. Treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may include tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Significance after Mitigation

Implementation of Mitigation Measures 3.18-1 and 3.18-2 would reduce impacts associated with tribal cultural resources to a less-than-significant level because they would require the performance of professionally accepted and legally compliant procedures for the identification and protection of tribal cultural resources associated with subsequent projects and by requiring preservation options and proper curation if significant artifacts are encountered during the construction.

Multigenerational Center Project

Less than significant with mitigation incorporated. As described above, the NAHC SLF was negative The UAIC was the only tribe to reply to the AB 52 notification letters and had indicated the UAIC defers to the Washoe Tribe for projects in the Tahoe Basin; therefore, no resources within the plan area have been identified as tribal cultural resources as defined by PRC Section 21074. Additionally, the pedestrian survey of the area identified no archaeological resources, including indigenous materials. Nevertheless, it is possible that yet-undiscovered tribal cultural resources could be encountered or damaged during ground-disturbing construction activities. This impact would be potentially significant.

Mitigation Measure 3.18-3: Unanticipated Discovery of Tribal Cultural Resources

This mitigation measure applies to the Multigenerational Center Project.

Implement Mitigation Measure 3.18-2.

Significance after Mitigation

Implementation of Mitigation Measure 3.18-3 would reduce impacts associated with tribal cultural resources to a less-than-significant level by requiring preservation options and proper curation if significant artifacts are encountered during the construction.

3.18.3 Cumulative Impacts

The geographic scope for the analysis of cumulative impacts to tribal cultural resources is the historic lands of the Washoe people. Beyond Lake Tahoe itself, Washoe territory extends from the edge of the Great Basin to the east at the Pah Pah range, to the crest of the Sierra Nevada Mountains in the west, to Honey Lake in the north and the Sonora Pass in the south.

Because all significant tribal cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base. Tribal cultural systems are represented by the total inventory of all sites and other remains in the region. As a result, a meaningful approach to preserving and managing cultural resources must focus on the likely distribution of tribal cultural resources, rather than on a single project or parcel boundary.

The historic lands of the Washoe people have been affected by development since 1858 when western expansion and the discovery of the Comstock Lode saw considerable numbers of Euro-Americans moving west. As a result, Washoe lands were colonized, and tribal members were displaced as settlers, ranchers, and miners moved into the region. These activities have resulted in an existing significant adverse effect on tribal cultural resources and cumulative development, including projects described in Table 3.21-1, continues to contribute to the disturbance of these resources.

No known tribal cultural resources are located within the boundaries of the plan area; nonetheless, project-related earth-disturbing activities could damage undiscovered tribal cultural resources. The Master Plan and Multigenerational Center, in combination with other development in the region, could contribute to ongoing substantial adverse changes in the significance of tribal cultural resources resulting from urban development and conversion of natural lands. Cumulative development could result in potentially significant tribal cultural resource impacts.

Implementation of Mitigation Measures 3.18-1, 3.18-2, and 3.18-3 would ensure that the Master Plan's and Multigenerational Center project's contribution to cumulatively significant tribal cultural resource impacts would not be considerable by requiring preservation options and proper care of significant artifacts if they are recovered. With implementation of this mitigation measure, the Master Plan's and Multigenerational Center project's contribution to these impacts would be offset. Further, cumulative development would be required to implement similar mitigation to avoid/reduce impacts to tribal cultural resources. Therefore, the Master Plan would not have a considerable contribution to any significant cumulative impact related to tribal cultural resources.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIX. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☒	☐	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Environmental Setting

WATER SUPPLY

South Tahoe Public Utility District (STPUD) provides water services to the plan area. The STPUD service area encompasses 27,000 acres and extends west to include Emerald Bay, east to the California Nevada State Line, and south to include Christmas Valley. The service area includes most, but not all, of the City of South Lake Tahoe and portions of unincorporated El Dorado County. In 2020, the demand for water within the STPUD service area was 5,778 acre-feet per year (afy). STPUD water supplies are reliant on groundwater sources to meet its water system demands. STPUD has adequate supplies to meet demands during normal, dry, and multiple dry year water conditions over the course of the 25-year planning period of the Urban Water Management Plan (UWMP) (STPUD 2021:7-4 through 7-6).

Table 3.19-1 represents multiple dry year water demand and supply in the STPUD service area. However, the water demand and supply during the first year of a multiple dry year scenario is equal to the water demand and supply during a normal water year and during a single dry year (STPUD 2021:7-4 through 7-6).

Table 3.19-1 Multiple Dry Years Water Demand and Supply in the STPUD Service Area

		2025	2030	2035	2040	2045
First Year[1]	Water Supply (afy)	32,050	32,050	32,050	32,050	32,050
	Water Demand (afy)	5,886	5,996	6,108	6,222	6,338
	Difference (afy)	26,164	26,054	25,942	25,828	25,712
Second Year	Water Supply (afy)	28,131	28,131	28,131	28,131	28,131
	Water Demand (afy)	5,908	6,018	6,130	6,245	6,361
	Difference (afy)	22,223	22,113	22,001	21,886	21,770
Third Year	Water Supply (afy)	22,355	22,355	22,355	22,355	22,355
	Water Demand (afy)	5,930	6,040	6,153	6,268	6,385
	Difference (afy)	16,425	16,315	16,202	16,087	15,970
Fourth Year	Water Supply (afy)	18,125	18,125	18,125	18,125	18,125
	Water Demand (afy)	5,952	6,063	6,176	6,291	6,409
	Difference (afy)	12,173	12,062	11,949	11,834	11,716
Fifth Year	Water Supply (afy)	13,851	13,851	13,851	13,851	13,851
	Water Demand (afy)	5,974	6,085	6,199	6,315	6,432
	Difference (afy)	7,877	7,766	7,652	7,536	7,419

[1] The water supply and demand during the first year of a multiple dry year scenario is equal to the water supply and demand estimated for normal water years and during a single dry year.

Source: STPUD 2021:7-4 through 7-6

WASTEWATER

STPUD provides wastewater collection and treatment services for the plan area. The wastewater service area for STPUD is the same as described above for the water supply. Currently, the STPUD wastewater treatment plant has a total capacity of 7.7 million gallons per day (mgd) and treats 4 mgd (STPUD 2021:6-5) and, thus, approximately 3.7 mgd of wastewater treatment capacity is available. All of the wastewater treated by STPUD is recycled and is used for irrigation on lands outside the Basin and as emergency fire water supply in Alpine County and near Luther Pass.

SOLID WASTE

South Tahoe Refuse and Recycling Services (STR) provides waste removal services for the South Lake Tahoe area. Waste is collected and transport to the Materials Recovery Facility (MRF) located at the STR transfer station in South Lake Tahoe, where it is sorted to meet California's mandatory solid waste diversion requirements. The MRF initiates or improves separation of aluminum cans, glass, plastics, cardboard, different grades of paper, tin, metals, appliances, milled wood, green waste, stumps, construction debris, and tires from waste that cannot be recycled (STR 2021). The STR MRF is permitted for a maximum permitted throughput (i.e., the maximum amount of material the facility is allowed to receive, process, handle or dispose per day) of 370 tons per day (CalRecycle 2021a).

Waste collected by STR is disposed of at Lockwood Regional Landfill in Storey County, Nevada. The Lockwood Regional Landfill, located in Nevada, covers 856 acres and has a total waste volume of 302 million cubic yards (NDEP 2013). In 2016, the Lockwood Regional Landfill accepted an average of 2,960 tons of solid waste per day. The volume of waste conveyed to the Lockwood Regional Landfill from California communities accounts for 7.5 percent of municipal solid waste. The Lockwood Regional Landfill has a remaining capacity of 267 million cubic yards and an estimated closure date of 2150 (NDEP 2017).

According to the California Department of Resources Recycling and Recovery (CalRecycle) Countywide, Regionwide, and Statewide Jurisdiction Diversion/Disposal Progress Report for the South Lake Tahoe region, the average annual disposal

rate per person was 6.90 pounds per day per person based off population estimates and was 16.50 pounds per person based on employment within the jurisdiction, which is less than the City's per resident disposal rate target of 9.4 and per employee disposal rate target of 24.2 (CalRecycle 2021b). Thus, the City is currently in compliance with the disposal targets of the California Integrated Waste Management Act of 1989 (AB 939), which required cities and counties to divert 25 percent of all solid waste from landfill facilities by January 1, 1995 and 50 percent by January 1, 2000.

ELECTRICITY AND NATURAL GAS

Electrical services for the plan area are provided by Liberty Utilities. Natural gas services are provided by the Southwest Gas Corporation. The utility companies project that, based on their forecasting and growth trends in the region, their existing capacity would substantially exceed the future demand that could be generated (TRPA 2012:3.13-20 through 3.13-21).

3.19.2 Discussion

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

56 Acres Master Plan

Less than significant with mitigation incorporated. The plan area is currently served by infrastructure for water, wastewater, electricity, natural gas, and telecommunications services. Implementation of the Master Plan would maintain the existing types of land uses within the plan area, which include public service, indoor and outdoor recreation facilities, public spaces, and event space. The Master Plan would include removal or relocation of some existing buildings and facilities, construction of new facilities, and no changes to some facilities. A summary of the changes to the facilities in the plan area that require utilities services is provided in Table 3.19-2.

As Master Plan facilities are constructed, new utility connections would be constructed to connect to existing utility infrastructure in and adjacent to the plan area. Constructing utility connections for each proposed facility may require activities such as excavation and grading that would occur during construction of each subsequent project. The analysis of the potential environmental effects of construction activities related to relocating or providing new utility lines within the plan area is included in Sections 3.1 through 3.21 of this IS/MND.

Two water mains provide service to the plan area. One of the water mains is located along Rufus Allen Boulevard near the northeastern portion of the plan area and the other is located along Rufus Allen Boulevard near the southeastern edge of the plan area. The water mains are either 8-inch in diameter or 6-inch diameter. Preliminary modeling for buildout of the Master Plan indicates that if the water mains are 6-inch diameter, they would not meet the STPUD fire flow standards (2,500 gallons per minute [gpm] at a velocity of 10 feet/second or less for public service or recreation uses) (Ryan, pers. comm., 2021). If the existing water mains are 6-inch mains, the 2,500-gpm flow would move at 15 feet/second, exceeding their velocity threshold.

Regarding wastewater services, the increased wastewater production generated by the Master Plan elements (see Table 3.19-2) is expected to be within the treatment capacity of the wastewater treatment plant and export system. Analysis of potential impacts using STPUD's sewer hydraulic model, indicated the increased wastewater production from the Master Plan would not have a detrimental impact on the wastewater conveyance system (Ryan, pers. comm., 2021). Thus, new water or wastewater infrastructure would be required to be constructed outside of the plan area.

Before receiving permit approval from TRPA or the City of South Lake Tahoe, future individual projects under the Master Plan would be required to comply with Section 32.6 of the TRPA Code, which requires that a project applicant demonstrate that the project would be served by facilities that have adequate water, wastewater, electrical, and natural gas supply. For this reason and because the analysis of potential environmental effects of utilities construction

activities are addressed in Sections 3.1 through 3.21 of this IS/MND, the Master Plan would result in a less-than-significant impact related to the relocation or construction of new or expanded wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities. However, because capacity of the water supply infrastructure along Rufus Allen Boulevard may not meet STPUD fire flow requirements for a public service and recreation use such as the Master Plan, this impact related to water supply infrastructure would be potentially significant.

See Section 3.10, "Hydrology and Water Quality," for a discussion of potential stormwater drainage-related impacts.

Table 3.19-2 Summary of Existing and Proposed Master Plan Facilities that Require Utilities Services

Building/Area	Existing Uses	Proposed Buildout
Recreation and Swim Complex (existing)/Multigenerational Center (proposed)	39,000 sq. ft.	64,220 sq. ft.
Campground – RV and tent campsites	172 campsites - 18 sites with water hookups - 1 sewer waste dump station	118 campsites - Water and electric hookups included at all sites - Up to 20% (23) of the sites with wastewater hookups - 1 sewer waste dump station
Campground – Tent Cabins	7 tent cabins	17 tent cabins
Campground - Restrooms	2 restroom buildings 2 shower buildings	3 restroom buildings 2 shower buildings
New Civic Center Building	NA	25,000 sq. ft.
Public Works Maintenance Yard	3,860 sq. ft.	Relocated off site
Parks Maintenance Yard	1,000-2,000 sq. ft. (estimated for the maintenance shop building)	Relocated off site
Vector Control Building	3,400 sq. ft.	Relocated off site
Ice Skating Center	37,000 sq. ft.	no change
Library	15,000 sq. ft.	no change
Senior Center	10,000 sq. ft.	no change
Historical Museum	2,100 sq. ft.	no change
Art Center	1,140 sq. ft.	no change
Ambulance JPA Building (former Tahoe Chamber office)	3,000 sq. ft.	no change
Fire Training Facility	2,250 sq. ft.	no change[1]

Notes: NA = not applicable

[1] The building that is used for the fire training facility would remain, but the fire training use would be relocated off site.

Source: compiled by Ascent Environmental in 2021

Mitigation Measure 3.19-1: Ensure Sufficient Fire Flow Capacity in the STPUD Water Supply System

This mitigation measure is required for the Master Plan.

Prior to occupancy of Master Plan facilities, the City shall coordinate with STPUD to confirm fire flow water demands for buildout of the Master Plan and confirm the size of the existing water mains. If STPUD confirms that the plan-generated fire flow water demands would exceed the velocity threshold of 10 feet/second in either or both water mains in Rufus Allen Boulevard, then STPUD and the City shall develop plans for and construct improvements to one or both of the water mains such that the STPUD fire flow requirements for the Master Plan (i.e., 2,500 gallons per minute at a velocity of 10 feet/second) would be met. The City shall be responsible for covering the cost of improvements that would be needed to serve buildout of the Master Plan. The plans developed by the City in coordination with STPUD shall identify the timing of the improvements, and that the capacity of the line (or lines) will be available prior to occupancy of the structures served by the water lines.

Significance after Mitigation

Implementation of Mitigation Measure 3.19-1 would reduce potentially significant impacts related to sufficient capacity in the STPUD water supply system because the City would coordinate with STPUD to ensure the water main in Rufus Allen Boulevard serving the Master Plan area would meet STPUD fire flow requirements.

If the Master Plan would require replacement of one of the water mains in Rufus Allen Boulevard, then the City would construct, in consultation with STPUD, and pay for the necessary improvement prior to the use of the new facilities served by the water main. The City and STPUD would coordinate the completion of these improvements.

Replacement of the water main along the northern end of Rufus Allen Boulevard would likely include trenching activities along the northeast corner of the plan area and within or adjacent to Rufus Allen Boulevard, which could potentially be just outside of the plan area. If the water main along the southeastern edge of the plan area would be replaced, then trenching activities would be necessary along the southeast edge of the plan area and within or adjacent to Rufus Allen Boulevard, which could potentially be just outside of the plan area. The pipe replacement would not result in ground disturbance of any previously undisturbed areas. Because the construction activities would adhere to standard construction practices (including construction outside of noise-sensitive times of day), no unique noise impacts would occur. No new above ground structures would be constructed; thus, there would be no significant effects on views from a scenic roadway.

Multigenerational Center Project

Less than significant with mitigation incorporated. Implementation of the Multigenerational Center Project would require the placement of utility connections, such as water, wastewater, electricity, natural gas, and telecommunications connections from existing infrastructure to the Multigenerational Center to support its operation. Similar to the discussion of the Master Plan, above, because the project would be required to comply with Section 32.6 of the TRPA Code assuring utilities services would be provided and the potential environmental effects of utilities construction activities are addressed in Sections 3.1 through 3.21 of this IS/MND, the Multigenerational Center would result in a less-than-significant impact related to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities. However, as described above, preliminary modeling indicates that if the water mains serving the Multigenerational Center are 6-inch diameter, they would not meet the STPUD fire flow standards (2,500 gallons per minute [gpm] at a velocity of 10 feet/second or less for public service or recreation uses) (Ryan, pers. comm., 2021). Therefore, this impact would be potentially significant.

Mitigation Measure 3.19-2: Ensure Sufficient Fire Flow Capacity in the STPUD Water Supply System

This mitigation measure is required for the Multigenerational Center.

Implement Mitigation Measure 3.19-1.

Significance after Mitigation

Implementation of Mitigation Measure 3.19-2 would reduce potentially significant impacts related to sufficient capacity in the STPUD water supply system because the City would coordinate with STPUD to ensure the water main in Rufus Allen Boulevard serving the Multigenerational Center would meet STPUD fire flow requirements prior to occupancy of the facility.

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

56 Acres Master Plan

Less-than-significant impact. As described in Chapter 2, "Project Description," buildout of the plan area would occur over an estimated 20 years. Although implementation of the Master Plan would remove some uses within the plan area and relocate some uses within the plan area, the Master Plan would result in an overall small increase in water demand.

Currently, water supply at the campground is provided by a few community water spigots located throughout the campground. Although the number of campsites would decrease, the new campground would include water supply hookups for all 118 campsites compared to the 18 campsites with water supply hookups under current conditions (see Table 3.19-2). The provision of water supply connections at each campsite would provide RVs with a continuous, readily available water supply and provides an opportunity for RV back up water supply tanks to be filled. With implementation of the Master Plan, a third restroom building would also be added. Although there would be an increase in the number of water supply fixtures in the campground, the size of the campground would be reduced by 54 campsites under the Master Plan compared with existing conditions. With these changes, it is likely that the increase in water demand for the campground would be minimal.

The Master Plan would result in demolition of the existing Recreation and Swim Complex building, which would eliminate water demand from that existing use. However, the new Multigenerational Center building that would replace that building (although at a location closer to the library) would be approximately 25,000 sq. ft. larger than the existing recreation facility (see Table 3.19-2); thus, there would be a slight increase in water demand with the new facility when compared with the existing Recreation and Swim Complex.

The proposed Civic Center building would also be a new source of water supply demand. However, the reduction in water demand associated with removal of the existing vector control building, Public Works maintenance yard building, and Parks maintenance building would not offset the increase in demand associated with the Civic Center, which would be a larger building than these three buildings combined (see Table 3.19-2).

In 2040 during normal water year and single dry year conditions, STPUD's available water supply would still be more than four times greater than the planned water demand for the entire service area (see the first year in Table 3.19-1. During the worst year of multiple dry year conditions in 2040, STPUD's available water supply would be approximately 1.2 times greater than the planned water demand for the entire service area (see the fifth year in Table 3.19-1). Thus, it could be reasonably assumed that there would be sufficient water supply for the increase in water demand associated with the changes proposed by the Master Plan. Additionally, Julie Ryan, Engineering Department Manager for STPUD, confirmed the increased water demand associated with the Master plan would be within STPUD's available water source capacity (Ryan, pers. comm., 2021). This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. See discussion under "56 Acre Master Plan," above.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

56 Acres Master Plan

Less-than-significant impact. As described in Chapter 2, "Project Description," buildout of the plan area would occur over an estimated 20 years. Although implementation of the Master Plan would remove some uses within the plan area and relocate some uses within the plan area, the Master Plan would result in an overall small increase in demand for wastewater conveyance and treatment.

Under the Master Plan, the campground would include an additional restroom building compared to existing conditions, would include wastewater connections at up to 20 percent of the campsites (i.e., up to 23 campsites), and would continue to provide a sewer waste dump for RVs (see Table 3.19-2). Although there would be an increase in the wastewater fixtures in the campground, the size of the campground would be reduced by 54 campsites under the Master Plan compared with existing conditions. With these changes, it is likely that any increase in wastewater conveyance and treatment demand for the campground would be minimal.

The Master Plan would result in demolition of the existing Recreation and Swim Complex building, which would eliminate wastewater flows from that existing use. However, the new Multigenerational Center building that would replace that building (although at a location closer to the library) would be approximately 25,000 sq. ft. larger than

the existing recreation facility (see Table 3.19-2); thus, there would be a slight increase in wastewater conveyance and treatment demand with the new facility when compared with the existing Recreation and Swim Complex.

The proposed Civic Center building would also be a new use requiring wastewater conveyance and treatment. However, the reduction in wastewater flows associated with removal of the existing vector control building, Public Works maintenance yard building, and Parks maintenance building would not offset the increase in wastewater conveyance and treatment demand associated with the Civic Center, which would be a larger building than these three buildings combined (see Table 3.19-2).

As described above under the "Wastewater" section, the wastewater treatment plant treats 4 mgd collected from the STPUD service area but has a capacity of 7.7 mgd. Julie Ryan, Engineering Department Manager for STPUD, stated that based on the information provided about the Master Plan (see Table 3.19-2), the increased wastewater production would be within the treatment capacity of the wastewater treatment plant and export system. Analysis of potential impacts using STPUD's sewer hydraulic model, indicated the increased wastewater production from the Master Plan would not have a detrimental impact on the wastewater conveyance system (Ryan, pers. comm., 2021). Thus, there would be sufficient wastewater treatment capacity for the increase in demand for wastewater treatment associated with the changes proposed by the Master Plan. The Master Plan would not result in a determination that the existing wastewater facilities do not have enough capacity to serve the proposed project. Therefore, this impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. See discussion under "56 Acres Master Plan," above.

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?

56 Acres Master Plan

Less-than-significant impact. Operation of the project may increase solid waste output from the site compared to existing conditions. However, this would not impair the attainment of solid waste reduction goals. The waste produced per resident and per employee within the City's jurisdiction is in attainment with state requirements for waste diversion (CalRecycle 2021b). Events occurring at the event space would be required to undergo the permitting process required by the City and may choose to sign up for special event recycling services in coordination with the STR service providers. Waste produced from the site would be processed in accordance with waste reduction and diversion efforts. The Master Plan would not produce waste in excess of local infrastructure capacities and would not impair the attainment of solid waste reduction goals.

Solid waste collection for the Master Plan is provided by STR. Recyclable materials are collected as part of the solid waste collection service and sorted at the MRF. Operations in the plan area under the Master Plan could generate up to an estimated 520 tons per year of solid waste, which would be an average of 1.4 tons per day (modeled by Ascent Environmental in 2021). Because the plan area currently contains uses that generate solid waste and the Master Plan would not result in a substantial increase in uses in the plan area, 520 tons/year of solid waste would likely only be a relatively small increase over existing conditions.

Solid waste generated by special events would increase with the anticipated increase in number of events that could occur with implementation of the Master Plan, but the sizes of the events would not exceed that of the existing special events at Lakeview Commons. As identified in the guidelines for special events, the City requires special events to identify effective waste management that will result in minimal impacts to the event facility and surrounding environment. An effective waste management plan is required, including providing recycling containers onsite and trash collection. Event producers are encouraged to strive for a Zero-Waste event by requiring vendors to use recycled content products, compostable cups, utensils, and materials, providing effective and sufficient recycling containers, and maintaining efficient refuse collection during and after the event. The City requires the event organizer to make arrangements for waste removal and the pickup and haul away of any additional litter and refuse that is due specifically to their event and those attending it using STR (City of South Lake Tahoe 2021).

After recyclable materials are separated from solid waste at the MRF in South Lake Tahoe, the residual solid waste is hauled to Lockwood Regional Landfill for disposal. The MRF is permitted to receive 370 tons of material daily (CalRecycle 2021a). With implementation of the Master Plan, the average amount of solid waste generated on a daily basis would be 1.4 tons per day, which would be 0.4 percent of the permitted daily collection amount at the MRF. The Lockwood Regional Landfill has a disposal capacity of 302.5 million cubic yards with a remaining capacity of more than 267 million cubic yards (NDEP 2017). There is sufficient capacity at the MRF and Lockwood Regional Landfill to accept the anticipated incremental increase in solid waste generated by the Master Plan.

Construction and demolition (C&D) waste would be generated by demolition of the Recreation and Swim Complex, vector control building, Public Works maintenance yard, and Parks maintenance yard and construction of the Civic Center, Multigenerational Center, and other proposed facilities. In accordance with Section 5.408 of the CALGreen Code, individual projects under the Master Plan would implement a Construction Waste Management Plan for recycling and/or salvaging for reuse of a minimum of 65 percent of C&D debris generated during project construction.

In compliance with TRPA Policy PS-3.3 requiring garbage pick-up service in the Basin, the Master Plan would continue to have solid waste collection provided by STR. As described above under the "Solid Waste" section, the City is in compliance with state targets for waste diversion from landfills. Because the Master Plan would be served by STR, which separates recyclable materials from solid waste at the MRF, the Master Plan would comply with state requirements for solid waste diversion.

The increase in solid waste generation that would occur with implementation of the Master Plan would not result in an increase in solid waste that would cause the MRF or Lockwood Regional Landfill to exceed permitted capacities. The Project would also comply with all relevant regulations related to solid waste reduction and recycling. This impact would be **less than significant**.

Multigenerational Center Project
Less-than-significant impact. See discussion under "56 Acres Master Plan," above.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

56 Acres Master Plan
Less-than-significant impact. See the discussion under item d), above.

Multigenerational Center Project
Less-than-significant impact. See the discussion under item d), above.

3.19.3 Cumulative Impacts

The cumulative projects listed in Table 3.21-1 consist largely of improvements to roadway facilities, shore stabilization and lake public access, and a new shared-use trail and would not result in an increase in demand for water, wastewater, electricity, natural gas, or telecommunications services. Thus, these projects would not cumulatively combine with the Master Plan to result in impacts on demand for utilities services.

As discussed under items a) and c) in Section 3.6.2, above, there would be sufficient wastewater treatment capacity to serve the Master Plan and sufficient capacity in the wastewater conveyance infrastructure to collect additional wastewater generated by the Master Plan. Currently, there is 3.7 mgd of capacity in the STPUD wastewater treatment plan, which is ample capacity to serve projected future development in the STPUD service area, including buildout of the Master Plan. No project would be permitted without confirmation from STPUD that available capacity exists at the wastewater treatment plant and that conveyance capacity also exists. For these reasons, there would be no significant cumulative impact on wastewater conveyance and wastewater treatment infrastructure; therefore, the Master Plan and Multigenerational Center **would not make a considerable contribution** to a cumulative impact on wastewater treatment and conveyance services.

As identified under item b), above, there would be sufficient water supply to serve the Master Plan. As identified in the STPUD UWMP, there would be sufficient water supplies to meet future water demand under normal, dry, and multiple dry year conditions (STPUD 2021:7-4 through 7-6; see Table 3.19-1). Additionally, individual projects are required to obtain approval of a water connection by STPUD, which could include a capacity analysis to be performed by a project applicant to ensure the areas of the system being tapped for service are adequate to serve the project. If deficiencies are found, any infrastructure improvements required to serve the project would be a condition of the project. For these reasons, the Master Plan and Multigenerational Center would not make a considerable contribution to a cumulative impact on water supply services.

The amount of solid waste generated in the plan area with implementation of the Master Plan would not substantially change compared to solid waste currently generated in the plan area. The proposed project and the cumulative projects listed in Table 3.21-1 would result in the one-time generation of solid waste during construction. The cumulative projects would not result in generating solid waste during operations. Lockwood Regional Landfill, which has approximately 267 million cubic yards of available capacity, would have sufficient capacity to accept cumulative generation of solid waste from construction of the Master Plan and projects listed in Table 3.21-1. For these reasons, the Master Plan and Multigenerational Center would not make a considerable contribution to a cumulative impact on solid waste services.

The cumulative projects would not generate permanent demand for electricity or natural gas services and, thus, would not combine with the Master Plan to result in cumulative impacts on electrical and natural gas services. TRPA Code Section 32.6 requires that projects must be served with adequate electrical supply. Any new development would be located near existing electric and gas infrastructure, and projects requiring new or modified utility installation, connections, and expansion would be subject to the requirements of the applicable utility providers, Liberty Utilities and Southwest Gas Corporation. The utility companies project that, based on their forecasting and growth trends in the region, their existing capacity would substantially exceed the future demand that could be generated (TRPA 2012:3.13-20 through 3.13-21). For these reasons, the Master Plan and Multigenerational Center would not make a considerable contribution to a cumulative impact on energy services.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XX. Wildfire.				
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones?		☒ Yes		☐ No
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 Environmental Setting

See the "Wildland Fire Hazards" section under Section 3.9.1, in Section 3.9, "Hazards and Hazardous Materials," for a discussion of the existing wildland fire hazards in the plan area. The project area is located within a Very High FHSZ Local Responsibility Area (CAL FIRE 2009).

3.20.2 Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

56 Acres Master Plan

Less-than-significant impact. See discussion under f) under Section 3.9.2, "Discussion," in Section 3.9, "Hazards and Hazardous Materials."

Multigenerational Center Project

Less-than-significant impact. See discussion under f) under Section 3.9.2, "Discussion," in Section 3.9, "Hazards and Hazardous Materials."

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?

56 Acres Master Plan

Less-than-significant impact. Fire risk resulting from implementation of the Master Plan would primarily result from construction activities and operation of the campground. However, the Master Plan would not result in any new uses that would create a greater fire risk than currently exists. As discussed under g) Section 3.9.2, "Discussion," in Section 3.9, "Hazards and Hazardous Materials," implementation of the Master Plan would be required to comply with existing building regulations and defensible space requirements that reduce fire risk to the extent feasible (e.g., PRC Section 4291, Uniform Fire Code, Uniform Building Code, TRPA Code Section 13.5.3.F.4.a). Additionally, with the reduced-size campground, there would be a reduction in the number of campfire rings in the plan area and campfires would continue to be subject to fire restrictions implemented by South Lake Tahoe Fire Rescue during periods of high fire risk. Construction activities would take measures to reduce fire risk such as, fire suppression equipment on the premises in accordance with local fire codes and standards. Implementation of the Master Plan would not exacerbate wildfire risk compared to existing conditions. Therefore, this impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Refer to the discussion under "56 Acres Master Plan," above.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

56 Acres Master Plan

Less-than-significant impact. Implementation of the project would construct additional road improvements, utility connections, and emergency water connections within the plan area. If feasible, electric lines would be moved underground. However, the plan area is already developed and contains these facilities under existing conditions. Construction and operation of the Master Plan would be required to comply with existing codes and standards designed to reduce risk of loss from fire within the plan area, such as vegetation management and maintaining defensible space. The Master Plan would not result in increased fire risk compared to existing conditions. The Master Plan would therefore have a less-than-significant impact.

Multigenerational Center Project

Less-than-significant impact. Refer to the discussion under "56 Acres Master Plan," above.

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?

56 Acres Master Plan

Less-than-significant impact. Areas downslope of the plan area includes vegetation, US 50, El Dorado Beach, and the lakeshore zone. However, the proposed plan area does not contain steep terrain or slopes that would be subject to risks from landslides. As the plan area, project site, and adjacent areas do not contain steep terrain and are generally developed, run off is primarily urban in nature and does not present a substantial risk to people or structures. The Master Plan and Multigenerational Center Project would not alter these conditions.

Drainage at the site would be temporarily impacted by construction activities; however, construction would occur in compliance with existing TRPA, state, local, and federal regulations regarding run off, stormwater, and related construction activities as described under c) in Section 3.10.2 under Section 3.10, "Hydrology and Water Quality." Additionally, Sections 3.7, "Geology and Soils," and 3.10, "Hydrology and Water Quality," do not indicate that

substantial landslide or flooding events would occur in the project area (see item a-iv) under Section 3.7.2 and item c) under Section 3.10.2, respectively). The plan area and adjacent areas are developed and flat with a gradual slope towards Lake Tahoe in the north and do not contain burn scars or steep terrain that would be subject to post-fire slope instability. Therefore, implementation of the Master Plan would not expose people or structures to significant risks relating to fire, slope instability, or run off that is substantially greater than existing conditions. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. Refer to the discussion under "56 Acres Master Plan," above.

3.20.3 Cumulative Impacts

The geographic area for cumulative impacts related to wildland fire hazards encompasses the Lake Tahoe Basin. The proposed project is located within a very high fire hazard area, as discussed in Section 3.9, "Hazards and Hazardous Materials," and Section 3.20.1, "Environmental Setting." Past wildfires in the region have resulted in significant losses of property and substantial damage to habitat and environmental resources. Additionally, past development in the forested landscape has increased the risk to life and property when fires do occur and increased the potential for ignition of wildland fires through increased human presence and activity. The cumulative projects listed in Table 3.21-1 consists of improvements to roadway facilities, shore stabilization and lake public access, and a new shared-use trail. These projects would not result in new or different land uses that would permanently increase fire risk in the region by increasing development within fire hazard zones. The proposed Master Plan and Multigenerational Center would result in development and facilities improvements within the plan area but would not increase fire risk above existing conditions. All construction, building design, and event activities would be subject to existing codes and standards designed to reduce fire risk and increase safety for site visitors, such as inclusion of defensible space into site design, ensuring proper emergency access, coordinating with local emergency service providers during events. As cumulative projects do not permanently increase fire risk, and the proposed plan activities would be permanent but do not substantially increase fire risk compared to existing conditions, the Master Plan and Multigenerational Center **would not make a considerable contribution** to a significant cumulative impact.

3.21 CUMULATIVE IMPACTS AND MANDATORY FINDINGS OF SIGNIFICANCE

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XX.	Mandatory Findings of Significance.				
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.21.1 Cumulative Setting

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Where a project's incremental effect is not cumulatively considerable, the effect need not be considered significant, but the basis for concluding the incremental effect is not cumulatively considerable must be briefly described. Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over time. Cumulative impacts are discussed in each resource section, following discussions of the project-specific impacts.

Probable existing and future projects considered in the cumulative analysis are in the project vicinity and have the possibility of interacting with the 56 Acres Master Plan and Multigenerational Center Project to generate a cumulative impact (Table 3.21-1). This list of projects was considered in the analysis of the cumulative impacts for resource topics within the geographic scope of each resource topic (as described in the cumulative impact analysis within each resource section).

Table 3.21-1 Cumulative Projects List

Project Name	Location	Description	Project Status
Al Tahoe Boulevard Safety and Mobility Project	Al Tahoe Boulevard	Constructs a Class I shared-use path and Class II bicycle lanes along Al Tahoe Boulevard in the vicinity of the South Tahoe Middle School. The limits of the project are Al Tahoe Boulevard between US 50 and Johnson Boulevard.	Under construction with completion anticipated in 2022.
Al Tahoe Government Center Best Management Practices	Al Tahoe Boulevard and Johnson Boulevard	The Al Tahoe Government Center serves multiple jurisdictions and is a priority location in need of improved water quality infrastructure. TRPA will work with City of South Lake Tahoe and El Dorado County to plan, permit and install stormwater infiltration Best Management Practices.	Project planning in progress with anticipated completion in 2023.
Alta Mira Public Access Improvement Project	3339 Lake Tahoe Boulevard	Improvements to public lakefront property at El Dorado Beach in South Lake Tahoe focused on public access, open space, view corridors, shoreline stability, and water quality. In 2019, the Conservancy repaired severe shoreline, drainage infrastructure, and public access failures. In 2020, the Conservancy initiated comprehensive planning including environmental review.	Project planning in progress with anticipated completion in 2031.
Middle School SR2S Project - Rufus Allen Connector	Rufus Allen Boulevard	This project proposes a Class 1 Bike and Pedestrian trail along Rufus Allen Boulevard providing safe routes to school with access to the Al Tahoe Elementary School, Al Tahoe Middle School, St. Theresa School/Church, Boys and Girls Club, and the South Tahoe Middle School via a new trail connector across Lake Tahoe Unified School District property. Improvements along Rufus Allen Boulevard are proposed to address urban stormwater water quality and flooding. Project begins at US 50 and Rufus Allen Boulevard and connects to the Al Tahoe Boulevard Class 1 project.	Project planning in progress with anticipated completion in 2022.
Pioneer Trail Pedestrian Improvement Project Phase II	Pioneer Trail from Ski Run Boulevard to Larch Avenue	The Pioneer Trail Pedestrian Improvement Project - Phase II is an upgrade to Pioneer Trail that will provide five-foot wide sidewalks, ADA compliant crossings, street lighting, minor stormwater infrastructure and landscaping on each side of the roadway between Larch Avenue and Ski Run Boulevard. The improvements also include transit system upgrades through the placement of bus shelter pads with electrical connection capability	Construction to begin in 2022.
South Lake Tahoe Safety Project	US 50 between the "Y" and Ski Run Boulevard	This Caltrans project would improve pedestrian and bicyclist safety between the US 50/State Route 89 'Y' and Pioneer Trail in South Lake Tahoe. This project proposes to improve roadway lighting and implement a complete street vision for the corridor by installing a green bike lane treatment and enhanced visibility crosswalks. The project would also improve bicycle signage throughout the project limits and install a two-stage turn queue box for bike crossings at multiple locations for additional bicycle safety. The project would include some new crosswalks at Rufus Allen, Lakeview and Tallac Intersections. The project would also install pedestrian signals at mid-block crossings between Truckee Road and River Drive, between Brockway Avenue and Blue Lake Avenue, and between Herbert Avenue and Ski Run Boulevard. These mid-block crossings will provide cyclists and pedestrians a safe opportunity to cross the highway. A full signalized intersection would be installed on US 50 at Johnson Boulevard.	Project planning in progress. Construction anticipated to being in 2023 and be completed in 2025.
Dennis T. Machida Memorial Greenway	Sierra Boulevard to Van Sickle Bi-State Park	The approved Dennis T. Machida Memorial Greenway connects Sierra Tract and Van Sickle Bi-State Park in the core of South Lake Tahoe, establishing the backbone of the non-motorized transportation network in the South Shore. Project approval occurred in 2011 and the 3.86-mile trail, including neighborhood connectors, is being constructed in phases. Future projects could extend the Greenway to Meyers and the South Lake Tahoe WYE.	Project planning and implementation in progress with anticipated completion in 2031.

Source: Compiled by Ascent Environmental in 2021

3.21.2 Discussion

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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

56 Acres Master Plan

Less-than-significant impact. Wildlife and plant species that occur in the plan area are common species associated with urban and residential areas in the Tahoe Basin. No special-status plant or animal species are expected to occur regularly in the plan area due to the absence of suitable breeding habitat, high disturbance levels associated with existing urban uses, and no historic documentation of occurrences in the plan area. Because habitats in the plan area are fragmented and highly disturbed, native species occur there in relatively low abundance and diversity. The plan area is within a commercial core and developed recreation area; the Master Plan would be implemented mostly on existing developed lands.

The area surrounding the plan area core includes commercial and residential development, a major highway corridor (US 50/Lake Tahoe Boulevard) and other roadways, and disturbed conifer forest in fragmented undeveloped areas. Due to the developed conditions and land uses of the plan area and surrounding areas, the existing level of disturbance on and adjacent to the plan area is high. The quality and functions of biological resources in the plan area would not change substantially with implementation of the Master Plan. For these reasons, construction and operation of facilities, changes in services and uses, and other features proposed for the Master Plan would not 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; or substantially reduce the number or restrict the range of endangered, rare, or threatened species. This impact would be less than significant.

Multigenerational Center Project

Less-than-significant impact. For the same reasons described above for the Master Plan, any potential effects of construction and operation of facilities for the Multigenerational Center would not 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; or substantially reduce the number or restrict the range of endangered, rare, or threatened species. This impact would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

56 Acres Master Plan

Less than significant with mitigation incorporated. The cumulative projects considered in combination with the Master Plan are listed in Table 3.21-1. These projects primarily consist of improvements to roadway facilities, shore stabilization and lake public access, and a new shared-use trail. Each of the resource sections provides an analysis of cumulative effects of the Master Plan when combined with these cumulative projects (see "Cumulative Impacts" in Section 3.1 through Section 3.20). Possible cumulative impacts related to cultural resources, hazards and hazardous materials, and tribal cultural resources would be minimized with implementation of Mitigation Measures 3.5-1, 3.5-2, 3.9-1, 3.9-2, 3.18-1, and 3.18-2 incorporated into the Master Plan. The cumulative impacts associated with the Master Plan would be less than significant with mitigation incorporated.

Multigenerational Center Project

Less than significant with mitigation incorporated. See discussion of the Master Plan, above. Possible cumulative impacts related to cultural resources and tribal cultural resources would be minimized with implementation of Mitigation Measures 3.5-1, 3.5-2, 3.18-1, and 3.18-2 incorporated into the Multigenerational Center. The cumulative impacts associated with the Multigenerational Center would be less than significant with mitigation incorporated.

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

56 Acres Master Plan

Less than significant with mitigation incorporated. No project-related environmental effects were identified that would cause substantial adverse effects on human beings. As discussed in Section 3.9, "Hazards and Hazardous Materials," the Master Plan has the potential to result in adverse effects on human beings related to hazardous materials during construction. With implementation of mitigation measures committed to by the lead agency (Mitigation Measures 3.9-1 and 3.9-2), impacts from the Master Plan related to the risk of an accidental release of hazardous substances that could adversely affect human health or the environment during construction would be reduced to a less-than-significant level.

Multigenerational Center Project

Less-than-significant impact. Environmental effects of the Multigenerational Center have been determined to pose a less-than-significant impact on humans.

This page intentionally left blank.

4 REFERENCES

1 Introduction

No references were used in this chapter.

2 Project Description

No references were used in this chapter.

3 Environmental Checklist

3.1 Aesthetics

California Department of Transportation. 2021. California State Scenic Highway System Map. Available: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed September 9, 2021.

Lake Tahoe Info. 2021a. Scenic Quality Ratings for Shoreline Travel Units. Available: https://thresholds.laketahoeinfo.org/ThresholdIndicator/Detail/59. Accessed October 18, 2021.

Lake Tahoe Info. 2021b. Travel Route Ratings for Roadway Travel Units, 2019 Evaluation. Available: https://thresholds.laketahoeinfo.org/Indicator/ThresholdEvaluationDetail/402. Accessed September 7, 2021.

Lake Tahoe Info. 2021c. Scenic Quality Ratings for Other Areas. Available: https://thresholds.laketahoeinfo.org/ThresholdReportingCategory/Detail/OtherAreas. Accessed September 7, 2021.

Tahoe Regional Planning Agency. 1993. Recreation Areas Inventory and Evaluation.

———. 2016. *2015 Threshold Evaluation Report*, Chapter 9, Scenic Resources, and Appendices G-1, G-2, and G-3.

———. 2021. 2019 Scenic Threshold Monitoring Data (unpublished).

3.2 Agriculture and Forest Resources

California Department of Conservation. 2021. Important California Important Farmland Finder tool. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed June 2021.

City of South Lake Tahoe. 2021. Online Zoning Map. Available: https://cslt.maps.arcgis.com/apps/View/index.html?appid=252e930b58b64bffb52f8b54da9b4554. Accessed October 2021.

El Dorado County. 2021. GOTNET - County of El Dorado, State of California, Interactive GIS Map. Available: https://see-eldorado.edcgov.us/ugotnet/. Accessed December 2, 2021.

Fish, Ben. Landscape Architect. Design Workshop, Stateline, NV. June 9, 2021—email communication with Adam Lewandowski and Jessica Mitchell of Ascent Environmental regarding tree removal.

Marino, Jim. Capital Improvements Project Manager, City of South Lake Tahoe. December 1, 2021—email communication with Adam Lewandowski of Ascent Environmental regarding tree removal and utilities.

3.3 Air Quality

California Air Resources Board. 2005 (March). Air Quality and Land Use Handbook: A Community Health Perspective. Sacramento, CA. Available: http://arb.ca.gov/ch/handbook.pdf. Accessed June 22, 2015.

———. 2016 (May). Ambient Air Quality Standards. Available: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf. Accessed October 6, 2016.

———. 2017 (November). *HARP User Guide*. Sacramento, CA. Available: https://ww2.arb.ca.gov/sites/default/files/classic/toxics/harp/docs2/eimuserguide.pdf. Accessed November 2, 2021.

———. 2020. Area Designations Maps / State and National. Available: http://www.arb.ca.gov/desig/adm/adm.htm. Accessed March 27, 2015. Last Updated August 22, 2014.

CARB. *See* California Air Resources Board.

EDCAPCD. *See* El Dorado County Air Pollution Control District.

El Dorado County Air Pollution Control District. 2002 (February). *Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act*.

3.4 Biological Resources

California Department of Fish and Wildlife. 2021. Rarefind: A Database Application for the Use of the California Natural Diversity Database. California Natural Heritage Division, California Department of Fish and Wildlife. Sacramento, CA.

CDFW. *See* California Department of Fish and Wildlife.

Fish, Ben. Landscape Architect. Design Workshop, Stateline, NV. June 9, 2021—email communication with Adam Lewandowski and Jessica Mitchell of Ascent Environmental regarding tree removal.

Marino, Jim. Capital Improvements Project Manager, City of South Lake Tahoe. December 1, 2021—email communication with Adam Lewandowski of Ascent Environmental regarding tree removal and utilities.

Tahoe Regional Planning Agency. 2012. Code of Ordinances. Stateline, NV.

TRPA. *See* Tahoe Regional Planning Agency.

U.S. Fish and Wildlife Service. 2021. Information for Planning and Consultation (IPaC) Resources List.

USFWS. *See* U.S. Fish and Wildlife Service.

3.5 Cultural Resources

PaleoWest. 2021 (October). *Historic and Archaeological Resources Report in Support of South Lake Tahoe Master Plan*.

3.6 Energy

California Energy Commission. 2018 (March). 2019 Building Energy Efficiency Standards Frequently Asked Questions. Available: https://www.energy.ca.gov/sites/default/files/2020-06/Title24_2019_Standards_detailed_faq_ada.pdf. Accessed November 2, 2021.

_____. 2019a (November). 2019 California Renewables Portfolio Standard Annual Report. Available: https://www.cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/Utilities_and_Industries/Energy_-_Electricity_and_Natural_Gas/2019%20RPS%20Annual%20Report.pdf. Accessed November 20, 2020.

———. 2019b. 2019 California Energy Efficiency Action Plan. Available: https://ww2.energy.ca.gov/business_meetings/2019_packets/2019-12-11/Item_06_2019%20California%20Energy%20Efficiency%20Action%20Plan%20(19-IEPR-06).pdf. Accessed December 10, 2020.

_____. 2020. Final 2019 Integrated Energy Policy Report. Adopted February 20, 2020. Available: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report. Accessed November 2, 2021.

CEC. *See* California Energy Commission.

City of South Lake Tahoe. 2011. 2030 South Lake Tahoe General Plan Policy Document. Updated May 17, 2011. Available: General Plan https://www.cityofslt.us/575/General-Plan.

Liberty Utilities. 2020 (September). Sustainability Report 2020. Available: https://libertyutilities.com/uploads/APUC-Sustainability-Report-2020.pdf. Accessed November 5, 2021.

3.7 Geology and Soils

Bailey, R.G. 1974. Land-Capability Classification of the Lake Tahoe Basin, California-Nevada A Guide for Planning. Prepared for the U.S. Forest Service in cooperation with the Tahoe Regional Planning Agency.

Brothers, D.S., G.M. Kent, N.W. Driscoll, S.B. Smith, R. Karlin, J.A. Dingler, A. J. Harding, G.G. Seitz, and J.M. Babcock. 2009 (April). New constraints on deformation, slip rate, and timing of the most recent earthquake on the West Tahoe-Dollar Point Fault, Lake Tahoe Basin, California. *Bulletin of the Seismological Society of America*, Vol 99, No 2A pp. 499-519.

California Geological Survey. 2008. *Guidelines for Evaluating and Mitigating Seismic Hazards in California*. (Special Publication 117A).

———. 2021. *Earthquake Zones of Required Investigation*. Available: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 26, 2021.

Cardno. 2021 (February). TRPA Existing Coverage Map 56 Acres Parcel Master Plan City of South Lake Tahoe.

CGS. *See* California Geological Survey.

Dingler, J., G. Kent, N. Driscoll, J. Babcock, A. Harding, G. Seitz, B. Karlin, and C. Goldman. 2007. Geological Society of America Bulletin, Article: A High-Resolution Seismic CHIRP Investigation of Active Normal Faulting Across Lake Tahoe Basin, California-Nevada.

NRCS. *See* U.S. Natural Resources Conservation Service.

NV5. 2021 (February). 2021. *Geotechnical Engineering Report City of South Lake Tahoe Recreation Aquatics Center*. Prepared for JK Architecture Engineering.

Saucedo, G.J. 2005. Geologic map of the Lake Tahoe basin, California and Nevada, 1:100,000 scale: California Geological Survey, Regional Geologic Map No. 4, scale 1:100000. Available: http://www.quake.ca.gov/gmaps/RGM/tahoe/tahoe.html. Accessed July 26, 2021.

U.S. Natural Resources Conservation Service, United States Department of Agriculture. 2021. Web Soil Survey. Available online at the following link: https://websoilsurvey.sc.egov.usda.gov/. Accessed June 17, 2021.

3.8 Greenhouse Gas Emissions

California Air Resources Board. 2014. (May). *First Update to the Climate Change Scoping Plan*. Building on the Framework Pursuant to AB 32, The California Global Warming Solutions Act of 2006.

———. 2017a. *California Greenhouse Gas Inventory for 2000-2015—by Category as Defined in the 2008 Scoping Plan*. Last Updated June 6, 2017. Available: https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-15.pdf. Accessed May 7, 2018.

———. 2017b (January 20). *The 2017 Climate Change Scoping Plan Update*. Sacramento, CA. Available: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed September 19, 2017.

CARB. *See* California Air Resources Board.

Intergovernmental Panel on Climate Change. 2013. *Carbon and Other Biogeochemical Cycles.* In: *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. Available: http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf. Accessed May 8, 2018.

———. 2014 (November). *Climate Change 2014 Synthesis Report: Approved Summary for Policymakers.* Available at http://www.ipcc.ch/. Accessed May 8, 2018.

IPCC. *See* Intergovernmental Panel on Climate Change.

3.9 Hazards and Hazardous Materials

California Department of Forestry and Fire Protection. 2009 (March). Fire Hazard Severity Zones in Local Responsibility Areas – El Dorado County. Available: https://osfm.fire.ca.gov/media/6668/fhszl_map9.pdf. Accessed December 6, 2021.

CAL FIRE. *See* California Department of Forestry and Fire Protection.

California Department of Toxic Substances Control. 2021. EnviroStor. Accessed June 18, 2021.

City of South Lake Tahoe. 2021. *Emergency Evacuation Zones*. Available: https://cslt.maps.arcgis.com/apps/webappviewer/index.html?id=d19f32ce62f241819b781f37482cbf1a. Accessed December 6, 2021.

DTSC. *See* California Department of Toxic Substances Control.

El Dorado County Sheriff, Office of Emergency Services. 2021. *All Hazard Community Evacuation Plan*. Available: https://www.cityofslt.us/DocumentCenter/View/16119/Community-Evacuation-Plan---2021-with-map-rev1?bidId=. Accessed October 18, 2021.

Lake Tahoe Airport Land Use Commission. 2019 (September). *Lake Tahoe Airport Airport Land Use Compatibility Plan*.

PaleoWest. 2021 (October). *Historic and Archaeological Resources Report in Support of South Lake Tahoe Master Plan*.

State Water Resources Control Board. 2021. Geotracker. Accessed June 17, 2021.

Thomaselli, Lauren, MPA, CPRP. Director of Parks and Recreation, City of South Lake Tahoe. June 22, 2021—email regarding data sheets for a couple years of existing uses at campground and rec center to Adam Lewandowski of Ascent Environmental.

3.10 Hydrology and Water Quality

Allander, K. 2005. Ground-Water Reconnaissance of the Bijou Creek Watershed, South Lake Tahoe, California, June – October. USGS Open-File Report 2005-1329

Federal Emergency Management Agency. 2012 (April). FIRM Flood Insurance Rate Map, El Dorado County, California and Incorporated Areas, Panel 380 of 1125, Map Number 0617C0380F.

Ichinose, Gene A, John G. Anderson, Kenji Satake, Rich A. Schweickert and Mary M. Lahren. 2000. The potential hazard from tsunami and seiche waves generated by large earthquakes within Lake Tahoe, California-Nevada. Geophysical Research Letters.

NV5. 2021 (February). *Geotechnical Engineering Report City of South Lake Tahoe Recreation Aquatics Center*. Prepared for JK Architecture Engineering.

Tahoe Regional Planning Agency. 2012 (amended 2021). Code of Ordinances.

————. 2014. *Best Management Practices Handbook*.

TRPA. *See* Tahoe Regional Planning Agency.

Western Regional Climate Center. 2021. Period of Record Monthly Climate Summary 05/01/1968 to 06/09/2016 for South Lake Tahoe, California (048762). Available: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca8762. Accessed May 27, 2021.

WRCC. *See* Western Regional Climate Center.

3.11 Land Use and Planning

City of South Lake Tahoe. 2011 (May). 2030 South Lake Tahoe General Plan Policy Document: Land Use Element. Available: https://www.cityofslt.us/DocumentCenter/View/5639/SLTGPU_PD_2-LandUse_Final_2011-05-17?bidId=. Accessed December 3, 2021.

City of South Lake Tahoe and Tahoe Regional Planning Agency. 1995 (October). Bijou/Al Tahoe Community Plan.

Tahoe Regional Planning Agency. 2012. Regional Plan.

———. 2018. Regional Plan Maps. Adopted December 2012; reflects amendments through April 28, 2018.

3.12 Mineral Resources

Busch, L. L. 2001 (June). Mineral Resource Zone (MRZ) Map for Construction Materials – Aggregate, Slate, Specialty Stone, and Decomposed Granite, El Dorado County, California.

3.13 Noise

California Department of Transportation. 2013 (September). *Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol*. California Department of Transportation Division of Environmental Analysis. Sacramento, CA. Prepared by ICF Jones & Stokes, Sacramento, CA. Available: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf

———. 2020 (April). *Transportation and Construction Vibration Guidance Manual*. Sacramento, CA: Noise, Division of Environmental Analysis. Available: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

Caltrans. *See* California Department of Transportation.

City of South Lake Tahoe. 2021a. *Special Event Guidelines*. Available: https://www.cityofslt.us/DocumentCenter/View/13029/Special-Event-App-Guidelines_FINAL. Accessed: November 1, 2021.

———. 2021b. *Municipal Code, Chapter 6.10: Land Use Development Standards*. Available: https://www.codepublishing.com/CA/SouthLakeTahoe/#!/html/SouthLakeTahoe06/SouthLakeTahoe0610.html.

EPA. *See* U.S. Environmental Protection Agency.

Federal Highway Administration. 2006 (January). *Roadway Construction Noise Model User's Guide*. Washington, DC. Prepared by Research and Innovative Technology Administration, Cambridge, MA. Available: gsweventcenter.com/Draft_SEIR_References/2006_01_Roadway_Construction_Noise_Model_User_Guide_FHWA.pdf.

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*. Washington, DC. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

FHWA. *See* Federal Highway Administration.

FTA. *See* Federal Transit Administration.

LTALUC. *See* Lake Tahoe Airport Land Use Commission.

Lake Tahoe Airport Land Use Commission. 2019. Lake Tahoe Airport Land Use Compatibility Plan. Available: https://www.cityofslt.us/DocumentCenter/View/13175/TVL_Final_ALUCP_ALUCP_ONLY_190912?bidId=.

Tahoe Regional Planning Agency. No date. Standard Conditions of Approval for Grading Projects. Available: https://www.trpa.gov/wp-content/uploads/documents/archive/Attachment_Q_Standard_Conditions_Grading.pdf.

———. 2020 (September). *Code of Ordinances*. Available: https://www.trpa.gov/wp-content/uploads/documents/archive/TRPA-Code-of-Ordinances.pdf.

TRPA. *See* Tahoe Regional Planning Agency.

U.S. Environmental Protection Agency. 1971 (December). *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*. Washington, DC. Prepared by Bolt Baranek and Newman. Available: https://nepis.epa.gov/Exe/ZyNET.exe/9101NN3I.txt?ZyActionD=ZyDocument&Client=EPA&Index=Prior%20to%201976&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&UseQField=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5CZYFILES%5CINDEX%20DATA%5C70THRU75%5CTXT%5C00000024%5C9101NN3I.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C-&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=1.

3.14 Population and Housing

U.S. Census Bureau. 2019a. *American Community Survey 2015-2019 5-Year Estimates. Table ID DP04*. Accessed December 2021.

———. 2019b. American Community Survey 2015-2019 5-Year Estimates. Table DP03. Accessed October 2021.

———. 2020. *American Community Survey 2015-2019 5-Year Estimates. Table ID P1*. Accessed October 2021.

3.15 Public Services

California Department of Education. 2017. California School Dashboard, Lake Tahoe Unified District Performance Overview. Webpage updated 2017. Available: https://www.caschooldashboard.org/reports/09619030000000/2020. Accessed October 2021.

City of South Lake Tahoe. No date. City Services Fire-Chiefs Message. Webpage. Available: Accessed October 25, 2021.

———. 2021. Divisions webpage. Available: https://www.cityofslt.us/304/Divisions. Accessed October 26, 2021.

Lake Tahoe Unified School District. 2021. Campus Maps. Available: http://www.ltusd.org/schools/campus_maps. Accessed October 26, 2021.

South Lake Tahoe Fire Rescue. 2021. Annual Report 2020. Available: https://www.cityofslt.us/DocumentCenter/View/15206/Annual-Report-2020?bidId=. Accessed December 2, 2021.

South Lake Tahoe Police Department. 2021. *2020 Annual Report*. 2020. Available: https://www.cityofslt.us/DocumentCenter/View/15372/02-PD_Annual_Report_2020_PDF. Accessed October 25, 2021.

Thomaselli, Lauren, MPA, CPRP. Director of Parks and Recreation, City of South Lake Tahoe. June 22, 2021—email regarding data sheets for a couple years of existing uses at campground and rec center to Adam Lewandowski of Ascent Environmental.

U.S. Census Bureau. 2020. American Community Survey 2015-2019 5-Year Estimates. Table ID P1. Available: https://data.census.gov/cedsci/table?g=1600000US0673108&tid=DECENNIALPL2020.P1. Accessed October 2021.

3.16 Recreation

Thomaselli, Lauren, MPA, CPRP. Director of Parks and Recreation, City of South Lake Tahoe. June 22, 2021—email regarding data sheets for a couple years of existing uses at campground and rec center to Adam Lewandowski of Ascent Environmental.

Tahoe Regional Planning Agency. 2018 (October). Linking Tahoe Active Transportation Plan.

3.17 Transportation/Traffic

City of South Lake Tahoe. 2011 (May). 2030 South Lake Tahoe General Plan Policy Document: Transportation and Circulation Element. Available: https://www.cityofslt.us/DocumentCenter/View/5642/SLTGPU_PD_5-Trans_Circ_Final_2011-05-17?bidId=. Accessed October 18, 2021.

———. 2014 (November). Parks, Trails, and Recreation Master Plan. Prepared by MIG, Inc. Available: cityofslt.us/DocumentCenter/View/4638/SLT_MasterPlan_Final_103014?bidId=. Accessed October 18, 2021.

———. 2021. Street Maintenance. Public Works Website. Available: https://www.cityofslt.us/335/Street-Maintenance. Accessed October 18, 2021.

City of South Lake Tahoe and Tahoe Regional Planning Agency. 1995 (October). *Bijou/Al Tahoe Community Plan*. Available: https://www.cityofslt.us/DocumentCenter/View/1172/Bijou-Al-Tahoe-CP?bidId=. Accessed October 19, 2021.

Governor's Office of Planning and Research. 2018 (December). *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Available: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed July 1, 2021.

OPR. *See* Governor's Office of Planning and Research.

Tahoe Regional Planning Agency. 2016 (March). *Linking Tahoe: Active Transportation Plan*. Available: http://tahoempo.org/ActiveTransportationPlan/docs/ATP_FINAL_NoAppendices.pdf. Accessed: October 19, 2021.

———. 2020. Code of Ordinances. Adopted December 12, 2012; reflects amendments through September 30, 2020.

———. 2021a (June). *Project Impact Assessment Guidelines*. Available: https://www.trpa.gov/wp-content/uploads/documents/PIA-Guidelines-Draft.pdf. Accessed October 19, 2021.

———. 2021b (April). VMT Threshold Update: Standard Recommendation and Implementation. Available: https://www.trpa.gov/wp-content/uploads/2021/04/Attachment-A-VMT-Threshold-Update-Standard-Recommendation-and-Implementation.pdf. Accessed November 2, 2021.

———. 2021c (April). *Regional Transportation Plan*. Available: https://www.trpa.gov/wp-content/uploads/documents/2020-RTP-FINAL.pdf. Accessed October 18, 2021.

TRPA. *See* Tahoe Regional Planning Agency.

3.18 Tribal Cultural Resources

PaleoWest. 2021 (October). *Historic and Archaeological Resources Report in Support of South Lake Tahoe Master Plan*.

3.19 Utilities and Service Systems

California Department of Resources Recycling and Recovery. 2021a. SWIS Facility/Site Activity Details, South Tahoe Refuse Co., Inc., T.S/MRF (09-AA-0002). Available: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4491?siteID=311. Accessed November 4, 2021.

———. 2021b. Jurisdiction Diversion/Disposal Rate Summary. Available: https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006. Accessed November 4, 2021.

CalRecycle. *See* California Department of Resources Recycling and Recovery.

City of South Lake Tahoe. 2021. *City of South Lake Tahoe Special Event Application Guidelines*. Available: https://www.cityofslt.us/DocumentCenter/View/13029/Special-Event-App-Guidelines_FINAL. Accessed November 4, 2021.

Nevada Division of Environmental Protection. 2013 (December). Solid Waste Disposal Site Permit, Refuse Inc. Lockwood Regional Landfill.

———. 2017 (August). State of Nevada Solid Waste Management Plan.

NDEP. *See* Nevada Division of Environmental Protection.

Ryan, Julie. Engineering Department Manager. South Tahoe Public Utility District, South Lake Tahoe, CA. November 23 – December 8, 2021—email communication with Jessica Mitchell of Ascent Environmental regarding STPUD water and wastewater services for the 56 Acres Master Plan and Multigenerational Center.

South Tahoe Public Utility District. 2021 (May). *Draft 2020 Urban Water Management Plan*. Available: https://stpud.us/asset/8955/. Accessed October 2021.

South Tahoe Refuse and Recycling Services. 2021. *What is MRF?*. Webpage. Updated 2020. Available: https://southtahoerefuse.com/what-is-mrf/. Accessed October 2021.

STPUD. *See* South Tahoe Public Utility District.

STR. *See* South Tahoe Refuse and Recycling Services.

Tahoe Regional Planning Agency. 2021 (April). *Regional Plan Update Draft Environmental Impact Statement*, Section 3.13 Public Services and Utilities.

3.20 Wildfire

California Department of Forestry and Fire Protection. 2009 (March). Fire Hazard Severity Zones in Local Responsibility Areas – El Dorado County. Available: https://osfm.fire.ca.gov/media/6668/fhszl_map9.pdf. Accessed December 6, 2021.

3.21 Mandatory Findings of Significance

No references were used in this chapter.

5 REPORT PREPARERS

City of South Lake Tahoe

John Hitchcock ..... Planning Manager

Jim Marino ..... Capital Improvements Project Manager

Ascent Environmental

Sydney Coatsworth, AICP ..... Project Director

Adam Lewandowski, AICP ..... Project Manager

Jessica Mitchell, AICP ..... Assistant Project Manager, Aesthetics, Minerals, Recreation, Utilities and Service Systems

Poonam Boparai ..... Air Quality, Energy, Greenhouse Gas Emissions

Shaurya Johari ..... Air Quality, Energy, Greenhouse Gas Emissions

Kelley Kelso, CPESC ..... Geology and Soils, Hydrology and Water Quality

Zachary Miller ..... Transportation

Jazmin Amini ..... Noise

Steve Henderson ..... Biological Resources

Alta Cunningham ..... Cultural and Tribal Cultural Resources

Richa Nanavati ..... Agriculture and Forestry Resources, Hazards and Hazardous Materials, Land Use and Planning, Population and Housing, Public Services, Wildfire

Gayiety Lane ..... Publishing and document production

Lisa Merry ..... GIS analysis and mapping

Phi Ngo ..... GIS analysis and mapping

Corey Alling ..... Graphics

Brian Perry ..... Graphics

Design Workshop

Ben Fish ..... Landscape Architect

Madison Pong ..... Landscape Designer

LSC Transportation Consultants

Gordon Shaw, P.E., AICP ..... Principal

Leslie Suen, P.E. ..... Senior Engineer

Paleo West

Garret Root, M.A. ..... Senior Architectural Historian

Heather Miller, M.A. ..... Associate Architectural Historian

This page intentionally left blank.

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), the City of South Lake Tahoe (City) prepared an Initial Study/Mitigated Negative Declaration (IS/MND) that identified adverse environmental impacts related to construction and operation of the 56 Acres Master Plan (Master Plan) and South Lake Tahoe Recreation and Aquatics Center referred to herein as the Multigenerational Center Project (collectively, proposed project). The IS/MND also identified mitigation measures that would reduce the impacts to less-than-significant levels, or that would eliminate these impacts all together.

CEQA Guidelines require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the IS/MND identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed project.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies individual mitigation measures, timing of implementation, person/agency responsible for implementing each measure, monitoring and reporting procedures, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the IS/MND.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The city, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or another designated agent.

The City would be responsible for overall administration of the MRRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure. The City would designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- Ensure routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct reporting activities.
- Serve as a liaison between the City and the contractor regarding mitigation monitoring issues.
- Complete forms and maintain reports and other records and documents generated for the MMRP.
- Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item would identify the staff members responsible for coordinating with the City on the MMRP.

REPORTING

The City's project manager shall prepare a monitoring report upon completion of the project describing the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, the report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report shall be available to the City Council upon request.

MITIGATION MONITORING AND REPORTING PLAN TABLE

The categories identified in the attached MMRP table are described below.

- Mitigation Measure – this column provides the text of the mitigation measures identified in the approved IS/MND.
- Applies to Master Plan – when marked with an "X," this column identifies mitigation measures that apply to future projects under the Master Plan.
- Applies to Multigenerational Center – when marked with an "X," this column identifies mitigation measures that apply to the Multigenerational Center.
- Timing – this column identifies the time frame in which the mitigation will be implemented.
- Implementation – this column identifies the party responsible for implementing the mitigation.
- Enforcement – this column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- Dated Signature for Verification of Compliance – this column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

56 Acres Master Plan and Multigenerational Center Project Mitigation Monitoring and Reporting Program Table

Mitigation Measure	Applies to Master Plan	Applies to Multigenerational Center	Timing	Implementation	Responsible Entity	Dated Signature for Verification of Compliance
3.5 Cultural Resources						
Mitigation Measure 3.5-1: Unanticipated Discoveries of Archaeological Resources If a prehistoric archeological site (such as midden soils, stone tools, chipped stone, baked clay, or concentrations of shell or bone) or a historic-period archaeological site (such as structural features, concentrated deposits of bottles, or other historic refuse) is uncovered during grading or other construction activities, all ground-disturbing activity within 100 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. The City will be notified of the potential find and a qualified archaeologist shall be retained to investigate its significance. If the find is a prehistoric archeological site, the appropriate Native American group shall be notified, and Mitigation Measure 3.18-2 shall be implemented. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable regulatory criteria. If the archaeologist determines that the find does not meet the California Register of Historical Resources standards of significance for cultural resources, construction may proceed. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource, a unique archaeological resource, or tribal cultural resource), the archaeologist shall work with the City to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary. If artifacts are recovered from significant historic archaeological resources, they shall be housed at a qualified curation facility. The results of the identification, evaluation, and/or data recovery program for any unanticipated discoveries shall be presented in a professional-quality report that details all methods and findings, evaluates the nature and significance of the resources, and analyzes and interprets the results.	X		During construction-related earth-moving activities	City Public Works Department/ construction contractor/ archaeological monitor	City Public Works Department	
Mitigation Measure 3.5-2: Unanticipated Discovery of Archaeological Resources Implement Mitigation Measure 3.5-1.		X	During construction-related earth-moving activities	City Public Works Department construction contractor archaeological monitor	City Public Works Department	

56 Acres Master Plan and Multigenerational Center Project Mitigation Monitoring and Reporting Program Table

Mitigation Measure	Applies to Master Plan	Applies to Multigenerational Center	Timing	Implementation	Responsible Entity	Dated Signature for Verification of Compliance
3.9 Hazards and Hazardous Materials						
Mitigation Measure 3.9-1: Conduct Soil Investigation Before initiating construction, demolition, or other ground-disturbing activities within the existing public works maintenance yard, parks maintenance yard, or vector control district site, the City or construction manager shall retain a qualified environmental contractor to sample surface soils located within the public works maintenance yard, parks maintenance yard, and vector control district site. If soil contamination is detected, contaminated soil shall be removed from site and the site must be remediated. The soil investigation and removal, if contaminated soils are found, shall include the following: ▶ Soil sample results shall be provided to El Dorado County Environmental Management Department (EDCEMD) and Lahontan Regional Water Quality Control Board (Lahontan RWQCB). ▶ Based on the soil sample results, the construction manager and qualified environmental contractor shall coordinate with EDCEMD and Lahontan RWQCB to determine the appropriate methods for soil removal and extent of soil removal required, if any. ▶ A qualified environmental contractor shall be retained for removal of contaminated soils, if necessary. Contaminated soils shall be removed and disposed of at a permitted hazardous waste disposal facility. The qualified environmental contractor shall provide proof of disposal to EDCEMD. ▶ Soils shall be resampled and, if necessary, as determined by EDCEMD or Lahontan RWQCB, additional contaminated soil shall be removed. ▶ Construction may commence in the public works maintenance yard, parks maintenance yard, and/or vector control district site after soils are determined by EDCEMD or Lahontan RWQCB to no longer contain contamination.	X		Before commencement of ground-disturbing activities at public works maintenance yard, parks maintenance yard, or vector control district site	City Public Works Department or construction contractor	City Public Works Department	
3.13 Noise						
Mitigation Measure 3.13-1: Implement Design Measures to Ensure That Operation of On-Site HVAC Equipment Does Not Expose Off-Site Sensitive Receptors to Noise Levels That Exceed Applicable Standards The City shall implement design measures to ensure that all mechanical building equipment that is part of HVAC systems on the civic center buildings do not expose off-site residential and temporary lodging land uses to exterior noise levels that exceed 55 equivalent continuous sound level (L_{eq}) during	X		Prior to issuance of building permits	City Public Works Department or project architect/ engineer	City Public Works Department	

56 Acres Master Plan and Multigenerational Center Project Mitigation Monitoring and Reporting Program Table

Mitigation Measure	Applies to Master Plan	Applies to Multigenerational Center	Timing	Implementation	Responsible Entity	Dated Signature for Verification of Compliance
daytime hours (7 a.m. to 10 p.m.) or 45 L_{eq} during nighttime hours (10 p.m. to 7 a.m.). The effectiveness of the design measures shall be verified by a qualified acoustical engineer. Measures to achieve these performance standards may include, but shall not be limited to, the following measures: ▶ Locate HVAC units within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ▶ Set back all HVAC units as much as possible from off-site noise-sensitive receptors, including residential and temporary lodging land uses. ▶ Position HVAC units on the opposite side of an on-site buildings from off-site sensitive receptors so that the buildings serve as an intervening noise barrier. ▶ Design and build sound barriers near all noise-generating HVAC units that enclose mechanical equipment as much as possible and completely block the line of sight between the equipment and off-site residential and temporary lodging land uses. Sound barriers can consist of a wall, earthen berm, or some combination thereof.						

56 Acres Master Plan and Multigenerational Center Project Mitigation Monitoring and Reporting Program Table

Mitigation Measure	Applies to Master Plan	Applies to Multigenerational Center	Timing	Implementation	Responsible Entity	Dated Signature for Verification of Compliance
3.18 Tribal Cultural Resources						
Mitigation Measure 3.18-1: Protect Tribal Cultural Resources in Subsequent Discretionary Projects If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process required under Public Resources Code (PRC) Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures, where feasible and necessary, to address site-specific impacts and avoid or minimize the significant adverse impacts: Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource (PRC Section 21084.3[a]). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3[b]). Examples include: ▶ avoiding and preserving the resources in place, including planning and constructing to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria; ▶ treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including: ▶ protecting the cultural character and integrity of the resource; ▶ protecting the traditional use of the resource; ▶ protecting the confidentiality of the resource; and ▶ establishing permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.	X		During construction-related earth-moving activities	City Public Works Department, construction contractor, or archaeological monitor	City Public Works Department	

56 Acres Master Plan and Multigenerational Center Project Mitigation Monitoring and Reporting Program Table

Mitigation Measure	Applies to Master Plan	Applies to Multigenerational Center	Timing	Implementation	Responsible Entity	Dated Signature for Verification of Compliance
Mitigation Measure 3.18-2: Unanticipated Discovery of Tribal Cultural Resources If any suspected tribal cultural resources are discovered during ground disturbing construction activities, including midden soil, artifacts, chipped stone, exotic rock (nonnative), or unusual amounts of baked clay, shell, or bone, all work shall cease within 100 feet of the find. Appropriate tribal representative(s) shall be immediately notified and shall determine if the find is a tribal cultural resource (pursuant to PRC Section 21074). The tribal representative will make recommendations for further evaluation and treatment, as necessary. Preservation in place is the preferred alternative under CEQA and the tribes' protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project vicinity where they will not be subject to future impacts. The Tribe does not consider curation of tribal cultural resources to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe. Treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may include tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.	X		During construction-related earth-moving activities	City Public Works Department, construction contractor, and Washoe Tribe of Nevada and California representative	City Public Works Department	
Mitigation Measure 3.18-3: Unanticipated Discovery of Tribal Cultural Resources Implement Mitigation Measure 3.18-2.		X	During construction-related earth-moving activities	City Public Works Department, construction contractor, and Washoe Tribe of Nevada and California representative	City Public Works Department	

56 Acres Master Plan and Multigenerational Center Project Mitigation Monitoring and Reporting Program Table

Mitigation Measure	Applies to Master Plan	Applies to Multigenerational Center	Timing	Implementation	Responsible Entity	Dated Signature for Verification of Compliance
3.19 Utilities and Service Systems						
Mitigation Measure 3.19-1: Ensure Sufficient Fire Flow Capacity in the STPUD Water Supply System Prior to occupancy of Master Plan facilities, the City shall coordinate with South Tahoe Public Utility District (STPUD) to confirm fire flow water demands for buildout of the Master Plan and confirm the size of the existing water mains. If STPUD confirms that the plan-generated fire flow water demands would exceed the velocity threshold of 10 feet/second in either or both water mains in Rufus Allen Boulevard, then STPUD and the City shall develop plans for and construct improvements to one or both of the water mains such that the STPUD fire flow requirements for the Master Plan (i.e., 2,500 gallons per minute at a velocity of 10 feet/second) would be met. The City shall be responsible for covering the cost of improvements that would be needed to serve buildout of the Master Plan. The plans developed by the City in coordination with STPUD shall identify the timing of the improvements, and that the capacity of the line (or lines) will be available prior to occupancy of the structures served by the water lines.	X		Prior to occupancy of facilities	City Public Works Department and STPUD	City Public Works Department	
Mitigation Measure 3.19-2: Ensure Sufficient Fire Flow Capacity in the STPUD Water Supply System Implement Mitigation Measure 3.19-1.		X	Prior to occupancy of the Multigenerational Center	City Public Works Department and STPUD	City Public Works Department	

Appendix A

Air Quality and Greenhouse Gases Emissions Modeling Data

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

56 Acre Master Plan

El Dorado-Lake Tahoe County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	617.00	Space	5.55	246,800.00	0
Arena	24.59	1000sqft	7.90	24,590.00	0
Arena	70.00	1000sqft	22.50	70,000.00	0
City Park	3.30	Acre	3.30	143,748.00	0
Motel	16.00	Room	0.72	31,363.20	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	70
Climate Zone	14			**Operational Year**	2040
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	127.6	**CH4 Intensity (lb/MWhr)**	0.006	**N2O Intensity (lb/MWhr)**	0.001

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The GHG EFs are scaled using Liberty Utility's natural gas mix and internsity factor (published by TRPA) for the year 2018.

Land Use - Motel - Cabins - 16 proposed
City Park - Public Park - 3.3 Acre proposed
Arena - Ice Skating - 24.590 ksf
Arena - Outdoor Event Space - 70 ksf
Government (Civic Center) - Government Civic Center - 25 ksf
Parking lot - Parking - 296 spaces

56 Acre Master Plan - El Dorado-Lake Tahoe County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Construction Phase - The duration of different construction phases is scaled up using the duration of construction phases in the Multigenerational Center.

Trips and VMT -

Grading -

Architectural Coating - SMAQMD recommends using paint with new VOC contents for archetectural coating. For the modeling, Nonflat Coating's VOC limit of 100 g/l is assumed.

Vehicle Trips - As provided by the Traffic study

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Area Coating -

Water And Wastewater -

Solid Waste -

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblConstructionPhase	NumDays	30.00	7.00
tblConstructionPhase	NumDays	75.00	14.00
tblConstructionPhase	NumDays	740.00	700.00
tblConstructionPhase	NumDays	55.00	35.00
tblConstructionPhase	NumDays	55.00	35.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.006
tblProjectCharacteristics	CO2IntensityFactor	0	127.6
tblProjectCharacteristics	N2OIntensityFactor	0	0.001

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleEF	HHD	0.02	0.23
tblVehicleEF	HHD	0.02	0.24
tblVehicleEF	HHD	1.3520e-003	3.7720e-003
tblVehicleEF	HHD	1.3520e-003	3.7740e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.91	0.10
tblVehicleEF	HHD	0.34	0.22
tblVehicleEF	HHD	0.03	47.81
tblVehicleEF	HHD	5.79	40.27
tblVehicleEF	HHD	2.54	1.56
tblVehicleEF	HHD	3.67	2.94
tblVehicleEF	HHD	2.3260e-003	0.02
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	1.4000e-005	9.3500e-004
tblVehicleEF	HHD	0.47	3.25
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	1.4000e-005	9.3500e-004
tblVehicleEF	HHD	0.54	3.78
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.22
tblVehicleEF	HHD	1.3600e-003	3.7710e-003
tblVehicleEF	HHD	1.0000e-006	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	6.82	0.10
tblVehicleEF	HHD	6.82	0.10
tblVehicleEF	HHD	0.34	0.22
tblVehicleEF	HHD	0.34	0.22
tblVehicleEF	HHD	0.03	47.15
tblVehicleEF	HHD	0.03	48.72
tblVehicleEF	HHD	5.52	38.47
tblVehicleEF	HHD	2.46	1.50
tblVehicleEF	HHD	3.67	2.94
tblVehicleEF	HHD	2.0510e-003	0.01
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	3.7000e-005	1.1430e-003
tblVehicleEF	HHD	0.50	3.44
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	3.7000e-005	1.1430e-003
tblVehicleEF	HHD	0.57	4.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	6.15	42.77
tblVehicleEF	HHD	2.57	1.58
tblVehicleEF	HHD	3.67	2.94
tblVehicleEF	HHD	2.7040e-003	0.02
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	0.02

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	6.0000e-006	8.9900e-004
tblVehicleEF	HHD	0.43	2.99
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	6.0000e-006	8.9900e-004
tblVehicleEF	HHD	0.49	3.48
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	LDA	6.5900e-004	1.0900e-003
tblVehicleEF	LDA	6.5900e-004	1.1860e-003
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.00	0.53
tblVehicleEF	LDA	0.38	0.04
tblVehicleEF	LDA	1.51	0.00
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.11	0.18
tblVehicleEF	LDA	0.04	8.3440e-003
tblVehicleEF	LDA	5.7200e-004	5.8100e-004
tblVehicleEF	LDA	7.4500e-004	9.5600e-004
tblVehicleEF	LDA	0.02	0.97
tblVehicleEF	LDA	1.9520e-003	3.3410e-003
tblVehicleEF	LDA	0.08	0.15
tblVehicleEF	LDA	0.02	0.97
tblVehicleEF	LDA	2.8300e-003	4.8730e-003
tblVehicleEF	LDA	0.08	0.17
tblVehicleEF	LDA	7.6200e-004	1.0480e-003
tblVehicleEF	LDA	0.02	0.04

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDA	0.00	0.72
tblVehicleEF	LDA	0.00	0.49
tblVehicleEF	LDA	0.46	0.04
tblVehicleEF	LDA	0.46	0.04
tblVehicleEF	LDA	1.17	0.00
tblVehicleEF	LDA	1.17	0.00
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.16
tblVehicleEF	LDA	0.04	8.3440e-003
tblVehicleEF	LDA	5.7200e-004	5.8100e-004
tblVehicleEF	LDA	7.4500e-004	9.5600e-004
tblVehicleEF	LDA	0.05	1.16
tblVehicleEF	LDA	2.2040e-003	3.5550e-003
tblVehicleEF	LDA	0.06	0.12
tblVehicleEF	LDA	0.05	1.16
tblVehicleEF	LDA	3.1970e-003	5.1850e-003
tblVehicleEF	LDA	0.07	0.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.13	0.19
tblVehicleEF	LDA	0.04	8.3440e-003
tblVehicleEF	LDA	5.7200e-004	5.8100e-004
tblVehicleEF	LDA	7.4500e-004	9.5600e-004
tblVehicleEF	LDA	5.0840e-003	0.92
tblVehicleEF	LDA	1.8750e-003	3.2580e-003
tblVehicleEF	LDA	0.09	0.17
tblVehicleEF	LDA	5.0840e-003	0.92
tblVehicleEF	LDA	2.7180e-003	4.7520e-003
tblVehicleEF	LDA	0.10	0.19
tblVehicleEF	LDT1	7.9700e-004	1.4860e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT1	7.9700e-004	1.6200e-003
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.00	0.64
tblVehicleEF	LDT1	0.41	0.04
tblVehicleEF	LDT1	1.70	0.00
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.14	0.25
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	6.6000e-004	7.6500e-004
tblVehicleEF	LDT1	9.3400e-004	1.4050e-003
tblVehicleEF	LDT1	0.04	2.61
tblVehicleEF	LDT1	2.4650e-003	5.2090e-003
tblVehicleEF	LDT1	0.10	0.25
tblVehicleEF	LDT1	0.04	2.61
tblVehicleEF	LDT1	3.5960e-003	7.6000e-003
tblVehicleEF	LDT1	0.11	0.28
tblVehicleEF	LDT1	9.2500e-004	1.4290e-003
tblVehicleEF	LDT1	0.02	0.06
tblVehicleEF	LDT1	0.00	0.87
tblVehicleEF	LDT1	0.00	0.59
tblVehicleEF	LDT1	0.50	0.04
tblVehicleEF	LDT1	0.50	0.04
tblVehicleEF	LDT1	1.31	0.00
tblVehicleEF	LDT1	1.31	0.00
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.13	0.22
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	6.6000e-004	7.6500e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT1	9.3400e-004	1.4050e-003
tblVehicleEF	LDT1	0.10	3.05
tblVehicleEF	LDT1	2.7970e-003	5.5440e-003
tblVehicleEF	LDT1	0.08	0.20
tblVehicleEF	LDT1	0.10	3.05
tblVehicleEF	LDT1	4.0810e-003	8.0900e-003
tblVehicleEF	LDT1	0.09	0.22
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.16	0.27
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	6.6000e-004	7.6500e-004
tblVehicleEF	LDT1	9.3400e-004	1.4050e-003
tblVehicleEF	LDT1	0.01	2.51
tblVehicleEF	LDT1	2.3640e-003	5.0780e-003
tblVehicleEF	LDT1	0.12	0.29
tblVehicleEF	LDT1	0.01	2.51
tblVehicleEF	LDT1	3.4490e-003	7.4100e-003
tblVehicleEF	LDT1	0.13	0.31
tblVehicleEF	LDT2	1.0740e-003	1.5050e-003
tblVehicleEF	LDT2	1.0740e-003	1.6410e-003
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.00	0.64
tblVehicleEF	LDT2	0.48	0.04
tblVehicleEF	LDT2	2.18	0.00
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.16	0.25
tblVehicleEF	LDT2	0.04	0.01
tblVehicleEF	LDT2	6.9600e-004	6.8700e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT2	9.1000e-004	1.1500e-003
tblVehicleEF	LDT2	0.05	1.79
tblVehicleEF	LDT2	3.6310e-003	4.9600e-003
tblVehicleEF	LDT2	0.14	0.23
tblVehicleEF	LDT2	0.05	1.79
tblVehicleEF	LDT2	5.2520e-003	7.2200e-003
tblVehicleEF	LDT2	0.16	0.26
tblVehicleEF	LDT2	1.2430e-003	1.4470e-003
tblVehicleEF	LDT2	0.03	0.06
tblVehicleEF	LDT2	0.00	0.88
tblVehicleEF	LDT2	0.00	0.59
tblVehicleEF	LDT2	0.58	0.04
tblVehicleEF	LDT2	0.58	0.04
tblVehicleEF	LDT2	1.68	0.00
tblVehicleEF	LDT2	1.68	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.14	0.22
tblVehicleEF	LDT2	0.04	0.01
tblVehicleEF	LDT2	6.9600e-004	6.8700e-004
tblVehicleEF	LDT2	9.1000e-004	1.1500e-003
tblVehicleEF	LDT2	0.15	2.07
tblVehicleEF	LDT2	4.0880e-003	5.2790e-003
tblVehicleEF	LDT2	0.11	0.19
tblVehicleEF	LDT2	0.15	2.07
tblVehicleEF	LDT2	5.9180e-003	7.6840e-003
tblVehicleEF	LDT2	0.12	0.20
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.17	0.28
tblVehicleEF	LDT2	0.04	0.01

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT2	6.9600e-004	6.8700e-004
tblVehicleEF	LDT2	9.1000e-004	1.1500e-003
tblVehicleEF	LDT2	0.02	1.72
tblVehicleEF	LDT2	3.4920e-003	4.8370e-003
tblVehicleEF	LDT2	0.16	0.27
tblVehicleEF	LDT2	0.02	1.72
tblVehicleEF	LDT2	5.0480e-003	7.0400e-003
tblVehicleEF	LDT2	0.18	0.29
tblVehicleEF	LHD1	4.0890e-003	0.06
tblVehicleEF	LHD1	4.0890e-003	0.06
tblVehicleEF	LHD1	3.9710e-003	3.4820e-003
tblVehicleEF	LHD1	3.9710e-003	3.5310e-003
tblVehicleEF	LHD1	9.6930e-003	0.02
tblVehicleEF	LHD1	9.6930e-003	0.02
tblVehicleEF	LHD1	0.19	0.52
tblVehicleEF	LHD1	0.38	0.10
tblVehicleEF	LHD1	0.92	2.78
tblVehicleEF	LHD1	0.04	0.61
tblVehicleEF	LHD1	0.31	0.41
tblVehicleEF	LHD1	0.23	0.34
tblVehicleEF	LHD1	8.0400e-004	9.4420e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.6500e-003	9.3980e-003
tblVehicleEF	LHD1	6.9290e-003	0.01
tblVehicleEF	LHD1	2.1400e-004	1.1700e-004
tblVehicleEF	LHD1	1.6870e-003	2.00
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.05	0.08

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD1	1.6870e-003	2.00
tblVehicleEF	LHD1	0.02	0.36
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.05	0.09
tblVehicleEF	LHD1	4.1070e-003	0.06
tblVehicleEF	LHD1	4.0280e-003	3.4480e-003
tblVehicleEF	LHD1	9.0160e-003	0.02
tblVehicleEF	LHD1	0.19	0.54
tblVehicleEF	LHD1	0.19	0.51
tblVehicleEF	LHD1	0.38	0.10
tblVehicleEF	LHD1	0.38	0.10
tblVehicleEF	LHD1	0.83	2.78
tblVehicleEF	LHD1	0.83	2.78
tblVehicleEF	LHD1	0.04	0.61
tblVehicleEF	LHD1	0.29	0.39
tblVehicleEF	LHD1	0.22	0.31
tblVehicleEF	LHD1	8.0400e-004	9.4420e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.6500e-003	9.3980e-003
tblVehicleEF	LHD1	6.9290e-003	0.01
tblVehicleEF	LHD1	2.1400e-004	1.1700e-004
tblVehicleEF	LHD1	4.7130e-003	2.32
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.04	0.08
tblVehicleEF	LHD1	4.7130e-003	2.32
tblVehicleEF	LHD1	0.02	0.36
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.05	0.09

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD1	0.04	0.61
tblVehicleEF	LHD1	0.31	0.42
tblVehicleEF	LHD1	0.25	0.36
tblVehicleEF	LHD1	8.0400e-004	9.4420e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.6500e-003	9.3980e-003
tblVehicleEF	LHD1	6.9290e-003	0.01
tblVehicleEF	LHD1	2.1400e-004	1.1700e-004
tblVehicleEF	LHD1	6.5100e-004	1.91
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.05	0.09
tblVehicleEF	LHD1	6.5100e-004	1.91
tblVehicleEF	LHD1	0.02	0.36
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.05	0.10
tblVehicleEF	LHD2	1.7890e-003	0.02
tblVehicleEF	LHD2	1.7890e-003	0.02
tblVehicleEF	LHD2	5.4100e-003	5.8020e-003
tblVehicleEF	LHD2	5.4100e-003	5.8130e-003
tblVehicleEF	LHD2	2.6240e-003	4.1410e-003
tblVehicleEF	LHD2	2.6240e-003	3.8610e-003
tblVehicleEF	LHD2	0.12	0.47
tblVehicleEF	LHD2	0.55	0.16
tblVehicleEF	LHD2	0.36	1.49
tblVehicleEF	LHD2	0.09	1.35
tblVehicleEF	LHD2	0.53	0.86
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	1.6220e-003	0.02

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.0000e-005	2.2000e-005
tblVehicleEF	LHD2	4.2400e-004	0.50
tblVehicleEF	LHD2	0.01	0.15
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.2400e-004	0.50
tblVehicleEF	LHD2	0.01	0.18
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.7940e-003	0.02
tblVehicleEF	LHD2	5.4310e-003	5.7940e-003
tblVehicleEF	LHD2	2.4410e-003	4.3300e-003
tblVehicleEF	LHD2	0.12	0.47
tblVehicleEF	LHD2	0.12	0.46
tblVehicleEF	LHD2	0.55	0.16
tblVehicleEF	LHD2	0.55	0.16
tblVehicleEF	LHD2	0.32	1.49
tblVehicleEF	LHD2	0.32	1.49
tblVehicleEF	LHD2	0.09	1.35
tblVehicleEF	LHD2	0.51	0.82
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	1.6220e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.0000e-005	2.2000e-005

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD2	1.1800e-003	0.57
tblVehicleEF	LHD2	0.01	0.15
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.1800e-003	0.57
tblVehicleEF	LHD2	0.01	0.18
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.09	1.35
tblVehicleEF	LHD2	0.54	0.87
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	1.6220e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.0000e-005	2.2000e-005
tblVehicleEF	LHD2	1.6400e-004	0.49
tblVehicleEF	LHD2	0.01	0.15
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.6400e-004	0.49
tblVehicleEF	LHD2	0.01	0.18
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	MCY	0.34	0.15
tblVehicleEF	MCY	0.34	0.16
tblVehicleEF	MCY	0.26	0.17
tblVehicleEF	MCY	0.26	0.14
tblVehicleEF	MCY	0.00	12.10

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MCY	18.37	9.0110e-003
tblVehicleEF	MCY	10.12	0.00
tblVehicleEF	MCY	1.18	0.55
tblVehicleEF	MCY	0.28	0.11
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.3000e-003	2.1240e-003
tblVehicleEF	MCY	2.7220e-003	3.2120e-003
tblVehicleEF	MCY	1.15	5.39
tblVehicleEF	MCY	2.30	0.99
tblVehicleEF	MCY	2.05	1.32
tblVehicleEF	MCY	1.15	5.39
tblVehicleEF	MCY	2.87	1.21
tblVehicleEF	MCY	2.24	1.43
tblVehicleEF	MCY	0.33	0.15
tblVehicleEF	MCY	0.21	0.20
tblVehicleEF	MCY	0.00	12.31
tblVehicleEF	MCY	0.00	12.11
tblVehicleEF	MCY	17.66	9.0110e-003
tblVehicleEF	MCY	17.66	9.0110e-003
tblVehicleEF	MCY	8.19	0.00
tblVehicleEF	MCY	8.19	0.00
tblVehicleEF	MCY	1.00	0.47
tblVehicleEF	MCY	0.25	0.10
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.3000e-003	2.1240e-003
tblVehicleEF	MCY	2.7220e-003	3.2120e-003
tblVehicleEF	MCY	3.88	8.19
tblVehicleEF	MCY	2.22	0.99
tblVehicleEF	MCY	1.62	1.05

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MCY	3.88	8.19
tblVehicleEF	MCY	2.77	1.22
tblVehicleEF	MCY	1.76	1.14
tblVehicleEF	MCY	1.25	0.58
tblVehicleEF	MCY	0.30	0.12
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.3000e-003	2.1240e-003
tblVehicleEF	MCY	2.7220e-003	3.2120e-003
tblVehicleEF	MCY	0.25	4.74
tblVehicleEF	MCY	2.38	0.99
tblVehicleEF	MCY	2.37	1.51
tblVehicleEF	MCY	0.25	4.74
tblVehicleEF	MCY	2.97	1.21
tblVehicleEF	MCY	2.58	1.65
tblVehicleEF	MDV	1.1320e-003	1.6610e-003
tblVehicleEF	MDV	1.1320e-003	1.8110e-003
tblVehicleEF	MDV	0.04	0.06
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.00	0.67
tblVehicleEF	MDV	0.49	0.04
tblVehicleEF	MDV	2.30	0.00
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.18	0.31
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	6.7700e-004	6.8700e-004
tblVehicleEF	MDV	9.3600e-004	1.2100e-003
tblVehicleEF	MDV	0.07	1.96
tblVehicleEF	MDV	4.0510e-003	5.8760e-003
tblVehicleEF	MDV	0.17	0.30

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MDV	0.07	1.96
tblVehicleEF	MDV	5.8470e-003	8.5430e-003
tblVehicleEF	MDV	0.19	0.32
tblVehicleEF	MDV	1.3090e-003	1.5970e-003
tblVehicleEF	MDV	0.03	0.07
tblVehicleEF	MDV	0.00	0.92
tblVehicleEF	MDV	0.00	0.62
tblVehicleEF	MDV	0.58	0.04
tblVehicleEF	MDV	0.58	0.04
tblVehicleEF	MDV	1.76	0.00
tblVehicleEF	MDV	1.76	0.00
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.16	0.28
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	6.7700e-004	6.8700e-004
tblVehicleEF	MDV	9.3600e-004	1.2100e-003
tblVehicleEF	MDV	0.21	2.29
tblVehicleEF	MDV	4.5500e-003	6.2490e-003
tblVehicleEF	MDV	0.14	0.23
tblVehicleEF	MDV	0.21	2.29
tblVehicleEF	MDV	6.5750e-003	9.0870e-003
tblVehicleEF	MDV	0.15	0.26
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.20	0.34
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	6.7700e-004	6.8700e-004
tblVehicleEF	MDV	9.3600e-004	1.2100e-003
tblVehicleEF	MDV	0.03	1.88
tblVehicleEF	MDV	3.8980e-003	5.7310e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MDV	0.20	0.33
tblVehicleEF	MDV	0.03	1.88
tblVehicleEF	MDV	5.6230e-003	8.3310e-003
tblVehicleEF	MDV	0.21	0.37
tblVehicleEF	MH	4.4750e-003	4.9190e-003
tblVehicleEF	MH	4.4750e-003	5.0080e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	0.29
tblVehicleEF	MH	0.26	0.10
tblVehicleEF	MH	1.31	0.00
tblVehicleEF	MH	1.40	1.65
tblVehicleEF	MH	0.24	0.35
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	1.6600e-004	1.8400e-004
tblVehicleEF	MH	0.31	2.34
tblVehicleEF	MH	0.05	0.06
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.31	2.34
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	4.5670e-003	4.8540e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	0.29
tblVehicleEF	MH	0.00	0.28
tblVehicleEF	MH	0.27	0.10
tblVehicleEF	MH	0.27	0.10

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MH	1.15	0.00
tblVehicleEF	MH	1.15	0.00
tblVehicleEF	MH	1.32	1.56
tblVehicleEF	MH	0.22	0.32
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	1.6600e-004	1.8400e-004
tblVehicleEF	MH	0.84	2.68
tblVehicleEF	MH	0.05	0.06
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.84	2.68
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	1.41	1.67
tblVehicleEF	MH	0.26	0.37
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	1.6600e-004	1.8400e-004
tblVehicleEF	MH	0.13	2.27
tblVehicleEF	MH	0.05	0.06
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.13	2.27
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.07	0.09
tblVehicleEF	MHD	5.2540e-003	0.03
tblVehicleEF	MHD	5.2540e-003	0.03
tblVehicleEF	MHD	8.8600e-004	6.5200e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MHD	8.8600e-004	6.6800e-004
tblVehicleEF	MHD	0.01	3.7110e-003
tblVehicleEF	MHD	0.01	3.4530e-003
tblVehicleEF	MHD	0.77	0.07
tblVehicleEF	MHD	0.14	0.20
tblVehicleEF	MHD	1.06	8.51
tblVehicleEF	MHD	0.72	10.13
tblVehicleEF	MHD	1.39	0.38
tblVehicleEF	MHD	1.62	1.24
tblVehicleEF	MHD	2.0000e-004	3.0680e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	6.6630e-003	3.5480e-003
tblVehicleEF	MHD	1.5100e-004	4.8000e-005
tblVehicleEF	MHD	4.9300e-004	0.25
tblVehicleEF	MHD	0.03	0.27
tblVehicleEF	MHD	0.01	8.2880e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	4.9300e-004	0.25
tblVehicleEF	MHD	0.04	0.34
tblVehicleEF	MHD	0.01	9.8750e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	4.9940e-003	0.03
tblVehicleEF	MHD	9.0800e-004	6.4000e-004
tblVehicleEF	MHD	0.01	3.8920e-003
tblVehicleEF	MHD	0.68	0.07
tblVehicleEF	MHD	0.68	0.07
tblVehicleEF	MHD	0.14	0.20
tblVehicleEF	MHD	0.14	0.20
tblVehicleEF	MHD	0.95	7.95

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MHD	0.95	9.11
tblVehicleEF	MHD	0.69	9.65
tblVehicleEF	MHD	1.32	0.36
tblVehicleEF	MHD	1.61	1.24
tblVehicleEF	MHD	1.7700e-004	2.6960e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	6.6630e-003	3.5480e-003
tblVehicleEF	MHD	1.5100e-004	4.8000e-005
tblVehicleEF	MHD	1.3670e-003	0.30
tblVehicleEF	MHD	0.03	0.27
tblVehicleEF	MHD	0.01	8.3430e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3670e-003	0.30
tblVehicleEF	MHD	0.04	0.34
tblVehicleEF	MHD	0.01	9.9560e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.77	10.78
tblVehicleEF	MHD	1.40	0.39
tblVehicleEF	MHD	1.63	1.24
tblVehicleEF	MHD	2.3300e-004	3.5820e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	6.6630e-003	3.5480e-003
tblVehicleEF	MHD	1.5100e-004	4.8000e-005
tblVehicleEF	MHD	1.9500e-004	0.24
tblVehicleEF	MHD	0.03	0.26
tblVehicleEF	MHD	0.01	8.2480e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	1.9500e-004	0.24
tblVehicleEF	MHD	0.04	0.33

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MHD	0.01	9.8160e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	OBUS	7.4230e-003	0.10
tblVehicleEF	OBUS	7.4230e-003	0.10
tblVehicleEF	OBUS	1.9710e-003	0.02
tblVehicleEF	OBUS	1.9710e-003	0.02
tblVehicleEF	OBUS	0.02	3.8000e-003
tblVehicleEF	OBUS	0.02	3.5110e-003
tblVehicleEF	OBUS	0.73	0.28
tblVehicleEF	OBUS	0.24	0.21
tblVehicleEF	OBUS	1.81	8.80
tblVehicleEF	OBUS	0.49	4.27
tblVehicleEF	OBUS	1.44	1.09
tblVehicleEF	OBUS	1.09	0.99
tblVehicleEF	OBUS	1.6500e-004	4.2280e-003
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	8.8800e-003	0.02
tblVehicleEF	OBUS	1.8200e-004	3.5000e-005
tblVehicleEF	OBUS	1.3060e-003	0.46
tblVehicleEF	OBUS	0.06	0.56
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	1.3060e-003	0.46
tblVehicleEF	OBUS	0.07	0.72
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	7.5540e-003	0.10
tblVehicleEF	OBUS	2.0390e-003	0.02
tblVehicleEF	OBUS	0.01	3.9900e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	OBUS	0.72	0.29
tblVehicleEF	OBUS	0.72	0.28
tblVehicleEF	OBUS	0.25	0.21
tblVehicleEF	OBUS	0.25	0.21
tblVehicleEF	OBUS	1.59	8.68
tblVehicleEF	OBUS	1.59	8.97
tblVehicleEF	OBUS	0.46	4.09
tblVehicleEF	OBUS	1.36	1.04
tblVehicleEF	OBUS	1.07	0.99
tblVehicleEF	OBUS	1.4600e-004	3.6880e-003
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	8.8800e-003	0.02
tblVehicleEF	OBUS	1.8200e-004	3.5000e-005
tblVehicleEF	OBUS	3.5810e-003	0.56
tblVehicleEF	OBUS	0.06	0.59
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.08	0.02
tblVehicleEF	OBUS	3.5810e-003	0.56
tblVehicleEF	OBUS	0.07	0.75
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	0.52	4.53
tblVehicleEF	OBUS	1.45	1.10
tblVehicleEF	OBUS	1.10	0.99
tblVehicleEF	OBUS	1.9000e-004	4.9730e-003
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	8.8800e-003	0.02
tblVehicleEF	OBUS	1.8200e-004	3.5000e-005
tblVehicleEF	OBUS	5.3600e-004	0.44

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	OBUS	0.05	0.52
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	5.3600e-004	0.44
tblVehicleEF	OBUS	0.07	0.68
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.10	0.02
tblVehicleEF	SBUS	0.05	0.46
tblVehicleEF	SBUS	0.05	0.46
tblVehicleEF	SBUS	1.1720e-003	8.3300e-004
tblVehicleEF	SBUS	1.1720e-003	8.4800e-004
tblVehicleEF	SBUS	4.3740e-003	0.01
tblVehicleEF	SBUS	4.3740e-003	0.01
tblVehicleEF	SBUS	2.47	0.09
tblVehicleEF	SBUS	0.13	0.18
tblVehicleEF	SBUS	0.62	20.81
tblVehicleEF	SBUS	1.37	8.77
tblVehicleEF	SBUS	1.32	0.59
tblVehicleEF	SBUS	1.93	0.72
tblVehicleEF	SBUS	4.1200e-004	2.6010e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	8.1380e-003	4.2820e-003
tblVehicleEF	SBUS	5.5000e-005	1.3600e-004
tblVehicleEF	SBUS	7.4000e-004	0.78
tblVehicleEF	SBUS	0.23	2.11
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	7.4000e-004	0.78

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	SBUS	0.33	3.04
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.03	0.08
tblVehicleEF	SBUS	0.05	0.46
tblVehicleEF	SBUS	1.1980e-003	8.2300e-004
tblVehicleEF	SBUS	3.4260e-003	0.01
tblVehicleEF	SBUS	2.46	0.09
tblVehicleEF	SBUS	2.46	0.09
tblVehicleEF	SBUS	0.14	0.18
tblVehicleEF	SBUS	0.14	0.18
tblVehicleEF	SBUS	0.40	20.72
tblVehicleEF	SBUS	0.40	20.93
tblVehicleEF	SBUS	1.32	8.42
tblVehicleEF	SBUS	1.25	0.56
tblVehicleEF	SBUS	1.93	0.71
tblVehicleEF	SBUS	3.6200e-004	2.2800e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	8.1380e-003	4.2820e-003
tblVehicleEF	SBUS	5.5000e-005	1.3600e-004
tblVehicleEF	SBUS	2.0380e-003	0.96
tblVehicleEF	SBUS	0.23	2.12
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	2.0380e-003	0.96
tblVehicleEF	SBUS	0.33	3.05
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	1.45	9.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	SBUS	1.34	0.60
tblVehicleEF	SBUS	1.93	0.73
tblVehicleEF	SBUS	4.8300e-004	3.0440e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	8.1380e-003	4.2820e-003
tblVehicleEF	SBUS	5.5000e-005	1.3600e-004
tblVehicleEF	SBUS	3.0600e-004	0.75
tblVehicleEF	SBUS	0.23	2.10
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.03	0.08
tblVehicleEF	SBUS	3.0600e-004	0.75
tblVehicleEF	SBUS	0.32	3.03
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.03	0.09
tblVehicleEF	UBUS	0.04	2.8350e-003
tblVehicleEF	UBUS	0.04	2.8350e-003
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.00	0.07
tblVehicleEF	UBUS	0.21	0.22
tblVehicleEF	UBUS	2.97	0.00
tblVehicleEF	UBUS	0.46	0.33
tblVehicleEF	UBUS	0.28	0.00
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.6360e-003	6.2200e-003
tblVehicleEF	UBUS	3.4200e-004	0.00
tblVehicleEF	UBUS	1.4600e-003	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.16	0.00
tblVehicleEF	UBUS	1.4600e-003	0.00
tblVehicleEF	UBUS	0.05	0.07
tblVehicleEF	UBUS	0.17	0.00
tblVehicleEF	UBUS	0.04	2.8350e-003
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.00	0.07
tblVehicleEF	UBUS	0.00	0.07
tblVehicleEF	UBUS	0.22	0.22
tblVehicleEF	UBUS	0.22	0.22
tblVehicleEF	UBUS	2.25	0.00
tblVehicleEF	UBUS	2.25	0.00
tblVehicleEF	UBUS	0.45	0.33
tblVehicleEF	UBUS	0.26	0.00
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.6360e-003	6.2200e-003
tblVehicleEF	UBUS	3.4200e-004	0.00
tblVehicleEF	UBUS	4.3320e-003	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.13	0.00
tblVehicleEF	UBUS	4.3320e-003	0.00
tblVehicleEF	UBUS	0.06	0.07
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	0.47	0.33
tblVehicleEF	UBUS	0.30	0.00
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	UBUS	4.6360e-003	6.2200e-003
tblVehicleEF	UBUS	3.4200e-004	0.00
tblVehicleEF	UBUS	5.0200e-004	0.00
tblVehicleEF	UBUS	0.01	0.06
tblVehicleEF	UBUS	0.17	0.00
tblVehicleEF	UBUS	5.0200e-004	0.00
tblVehicleEF	UBUS	0.05	0.07
tblVehicleEF	UBUS	0.19	0.00
tblVehicleTrips	CC_TL	6.60	4.28
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CC_TL	6.60	47.40
tblVehicleTrips	CNW_TL	6.60	4.28
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	47.40
tblVehicleTrips	CW_TL	14.70	4.28
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	CW_TL	14.70	47.40
tblVehicleTrips	ST_TR	10.71	2.37
tblVehicleTrips	ST_TR	1.96	136.12
tblVehicleTrips	ST_TR	0.00	8.98
tblVehicleTrips	ST_TR	3.35	0.00
tblVehicleTrips	SU_TR	10.71	2.37
tblVehicleTrips	SU_TR	2.19	136.12
tblVehicleTrips	SU_TR	0.00	8.98
tblVehicleTrips	SU_TR	3.35	0.00
tblVehicleTrips	WD_TR	10.71	2.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	WD_TR	0.78	136.12
tblVehicleTrips	WD_TR	33.98	8.98
tblVehicleTrips	WD_TR	3.35	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3201	2.4507	3.2490	8.6500e-003	0.5292	0.0798	0.6090	0.1677	0.0748	0.2426	0.0000	781.5479	781.5479	0.0884	0.0368	794.7162
2026	0.3085	2.3261	3.1894	8.6400e-003	0.4279	0.0738	0.5016	0.1154	0.0694	0.1848	0.0000	781.7087	781.7087	0.0779	0.0388	795.2194
2027	0.8647	1.9206	2.6919	7.0200e-003	0.3369	0.0641	0.4010	0.0908	0.0602	0.1511	0.0000	633.1874	633.1874	0.0706	0.0289	643.5739
2028	0.1809	4.9400e-003	0.0123	3.0000e-005	2.2000e-003	2.2000e-004	2.4200e-003	5.9000e-004	2.1000e-004	8.0000e-004	0.0000	2.5396	2.5396	9.0000e-005	4.0000e-005	2.5526
Maximum	**0.8647**	**2.4507**	**3.2490**	**8.6500e-003**	**0.5292**	**0.0798**	**0.6090**	**0.1677**	**0.0748**	**0.2426**	**0.0000**	**781.7087**	**781.7087**	**0.0884**	**0.0388**	**795.2194**

56 Acre Master Plan - El Dorado-Lake Tahoe County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3201	2.4507	3.2490	8.6500e-003	0.5292	0.0798	0.6090	0.1677	0.0748	0.2426	0.0000	781.5475	781.5475	0.0884	0.0368	794.7158
2026	0.3085	2.3261	3.1894	8.6400e-003	0.4279	0.0738	0.5016	0.1154	0.0694	0.1848	0.0000	781.7083	781.7083	0.0779	0.0388	795.2191
2027	0.8647	1.9206	2.6919	7.0200e-003	0.3369	0.0641	0.4010	0.0908	0.0602	0.1511	0.0000	633.1871	633.1871	0.0706	0.0289	643.5736
2028	0.1809	4.9400e-003	0.0123	3.0000e-005	2.2000e-003	2.2000e-004	2.4200e-003	5.9000e-004	2.1000e-004	8.0000e-004	0.0000	2.5396	2.5396	9.0000e-005	4.0000e-005	2.5526
Maximum	**0.8647**	**2.4507**	**3.2490**	**8.6500e-003**	**0.5292**	**0.0798**	**0.6090**	**0.1677**	**0.0748**	**0.2426**	**0.0000**	**781.7083**	**781.7083**	**0.0884**	**0.0388**	**795.2191**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2025	3-31-2025	0.7613	0.7613
2	4-1-2025	6-30-2025	0.6596	0.6596
3	7-1-2025	9-30-2025	0.6668	0.6668
4	10-1-2025	12-31-2025	0.6794	0.6794
5	1-1-2026	3-31-2026	0.6553	0.6553
6	4-1-2026	6-30-2026	0.6507	0.6507
7	7-1-2026	9-30-2026	0.6579	0.6579
8	10-1-2026	12-31-2026	0.6698	0.6698

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

9	**1-1-2027**	**3-31-2027**	0.6466	0.6466
10	**4-1-2027**	**6-30-2027**	0.6426	0.6426
11	**7-1-2027**	**9-30-2027**	0.6496	0.6496
12	**10-1-2027**	**12-31-2027**	0.8326	0.8326
13	**1-1-2028**	**3-31-2028**	0.1992	0.1992
		Highest	0.8326	0.8326

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7910	6.0000e-005	6.9000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0135	0.0135	3.0000e-005	0.0000	0.0144
Energy	7.8600e-003	0.0715	0.0600	4.3000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	134.4947	134.4947	4.1600e-003	1.8700e-003	135.1561
Mobile	0.7385	0.2622	0.5160	2.0100e-003	0.2337	1.6700e-003	0.2354	0.0680	1.1500e-003	0.0692	0.0000	185.1196	185.1196	0.1590	0.0131	192.9887
Waste						0.0000	0.0000		0.0000	0.0000	31.2890	0.0000	31.2890	1.8491	0.0000	77.5172
Water						0.0000	0.0000		0.0000	0.0000	14.6314	16.3927	31.0241	1.5036	0.0356	79.2255
Total	**1.5373**	**0.3337**	**0.5829**	**2.4400e-003**	**0.2337**	**7.1200e-003**	**0.2408**	**0.0680**	**6.6000e-003**	**0.0746**	**45.9204**	**336.0205**	**381.9409**	**3.5159**	**0.0506**	**484.9018**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7910	6.0000e-005	6.9000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0135	0.0135	3.0000e-005	0.0000	0.0144
Energy	7.8600e-003	0.0715	0.0600	4.3000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	134.4947	134.4947	4.1600e-003	1.8700e-003	135.1561
Mobile	0.7385	0.2622	0.5160	2.0100e-003	0.2337	1.6700e-003	0.2354	0.0680	1.1500e-003	0.0692	0.0000	185.1196	185.1196	0.1590	0.0131	192.9887
Waste						0.0000	0.0000		0.0000	0.0000	31.2890	0.0000	31.2890	1.8491	0.0000	77.5172
Water						0.0000	0.0000		0.0000	0.0000	14.6314	16.3927	31.0241	1.5036	0.0356	79.2255
Total	**1.5373**	**0.3337**	**0.5829**	**2.4400e-003**	**0.2337**	**7.1200e-003**	**0.2408**	**0.0680**	**6.6000e-003**	**0.0746**	**45.9204**	**336.0205**	**381.9409**	**3.5159**	**0.0506**	**484.9018**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2025	1/9/2025	5	7	
2	Grading	Grading	1/10/2025	1/29/2025	5	14	
3	Building Construction	Building Construction	1/30/2025	10/6/2027	5	700	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	10/7/2027	11/24/2027	5	35	
5	Architectural Coating	Architectural Coating	11/25/2027	1/12/2028	5	35	

Acres of Grading (Site Preparation Phase): 10.5

Acres of Grading (Grading Phase): 42

Acres of Paving: 5.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 226,430; Non-Residential Outdoor: 75,477; Striped Parking Area: 14,808 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	225.00	89.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	45.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0688	0.0000	0.0688	0.0354	0.0000	0.0354	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6500e-003	0.0883	0.0627	1.3000e-004		3.8000e-003	3.8000e-003		3.5000e-003	3.5000e-003	0.0000	11.7135	11.7135	3.7900e-003	0.0000	11.8082
Total	**8.6500e-003**	**0.0883**	**0.0627**	**1.3000e-004**	**0.0688**	**3.8000e-003**	**0.0726**	**0.0354**	**3.5000e-003**	**0.0389**	**0.0000**	**11.7135**	**11.7135**	**3.7900e-003**	**0.0000**	**11.8082**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.7000e-004	2.1500e-003	1.0000e-005	7.7000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5799	0.5799	1.0000e-005	2.0000e-005	0.5848
Total	**2.6000e-004**	**1.7000e-004**	**2.1500e-003**	**1.0000e-005**	**7.7000e-004**	**0.0000**	**7.8000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5799**	**0.5799**	**1.0000e-005**	**2.0000e-005**	**0.5848**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0688	0.0000	0.0688	0.0354	0.0000	0.0354	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6500e-003	0.0883	0.0627	1.3000e-004		3.8000e-003	3.8000e-003		3.5000e-003	3.5000e-003	0.0000	11.7134	11.7134	3.7900e-003	0.0000	11.8081
Total	**8.6500e-003**	**0.0883**	**0.0627**	**1.3000e-004**	**0.0688**	**3.8000e-003**	**0.0726**	**0.0354**	**3.5000e-003**	**0.0389**	**0.0000**	**11.7134**	**11.7134**	**3.7900e-003**	**0.0000**	**11.8081**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.7000e-004	2.1500e-003	1.0000e-005	7.7000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5799	0.5799	1.0000e-005	2.0000e-005	0.5848
Total	**2.6000e-004**	**1.7000e-004**	**2.1500e-003**	**1.0000e-005**	**7.7000e-004**	**0.0000**	**7.8000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5799**	**0.5799**	**1.0000e-005**	**2.0000e-005**	**0.5848**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0644	0.0000	0.0644	0.0256	0.0000	0.0256	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0203	0.1956	0.1843	4.3000e-004		7.9200e-003	7.9200e-003		7.2800e-003	7.2800e-003	0.0000	38.1544	38.1544	0.0123	0.0000	38.4629
Total	**0.0203**	**0.1956**	**0.1843**	**4.3000e-004**	**0.0644**	**7.9200e-003**	**0.0724**	**0.0256**	**7.2800e-003**	**0.0329**	**0.0000**	**38.1544**	**38.1544**	**0.0123**	**0.0000**	**38.4629**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	3.7000e-004	4.7800e-003	1.0000e-005	1.7100e-003	1.0000e-005	1.7200e-003	4.6000e-004	1.0000e-005	4.6000e-004	0.0000	1.2886	1.2886	3.0000e-005	3.0000e-005	1.2995
Total	**5.8000e-004**	**3.7000e-004**	**4.7800e-003**	**1.0000e-005**	**1.7100e-003**	**1.0000e-005**	**1.7200e-003**	**4.6000e-004**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**1.2886**	**1.2886**	**3.0000e-005**	**3.0000e-005**	**1.2995**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0644	0.0000	0.0644	0.0256	0.0000	0.0256	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0203	0.1956	0.1843	4.3000e-004		7.9200e-003	7.9200e-003		7.2800e-003	7.2800e-003	0.0000	38.1543	38.1543	0.0123	0.0000	38.4628
Total	**0.0203**	**0.1956**	**0.1843**	**4.3000e-004**	**0.0644**	**7.9200e-003**	**0.0724**	**0.0256**	**7.2800e-003**	**0.0329**	**0.0000**	**38.1543**	**38.1543**	**0.0123**	**0.0000**	**38.4628**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	3.7000e-004	4.7800e-003	1.0000e-005	1.7100e-003	1.0000e-005	1.7200e-003	4.6000e-004	1.0000e-005	4.6000e-004	0.0000	1.2886	1.2886	3.0000e-005	3.0000e-005	1.2995
Total	**5.8000e-004**	**3.7000e-004**	**4.7800e-003**	**1.0000e-005**	**1.7100e-003**	**1.0000e-005**	**1.7200e-003**	**4.6000e-004**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**1.2886**	**1.2886**	**3.0000e-005**	**3.0000e-005**	**1.2995**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1641	1.4964	1.9302	3.2400e-003		0.0633	0.0633		0.0596	0.0596	0.0000	278.3033	278.3033	0.0654	0.0000	279.9389
Total	**0.1641**	**1.4964**	**1.9302**	**3.2400e-003**		**0.0633**	**0.0633**		**0.0596**	**0.0596**	**0.0000**	**278.3033**	**278.3033**	**0.0654**	**0.0000**	**279.9389**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.5982	0.1423	2.1200e-003	0.0630	3.1000e-003	0.0661	0.0182	2.9600e-003	0.0212	0.0000	202.9995	202.9995	6.5000e-004	0.0302	212.0114
Worker	0.1127	0.0716	0.9226	2.7100e-003	0.3305	1.6600e-003	0.3322	0.0879	1.5300e-003	0.0895	0.0000	248.5089	248.5089	6.1000e-003	6.5400e-003	250.6107
Total	**0.1262**	**0.6698**	**1.0649**	**4.8300e-003**	**0.3935**	**4.7600e-003**	**0.3982**	**0.1061**	**4.4900e-003**	**0.1106**	**0.0000**	**451.5084**	**451.5084**	**6.7500e-003**	**0.0367**	**462.6222**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1641	1.4964	1.9302	3.2400e-003		0.0633	0.0633		0.0596	0.0596	0.0000	278.3030	278.3030	0.0654	0.0000	279.9385
Total	**0.1641**	**1.4964**	**1.9302**	**3.2400e-003**		**0.0633**	**0.0633**		**0.0596**	**0.0596**	**0.0000**	**278.3030**	**278.3030**	**0.0654**	**0.0000**	**279.9385**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.5982	0.1423	2.1200e-003	0.0630	3.1000e-003	0.0661	0.0182	2.9600e-003	0.0212	0.0000	202.9995	202.9995	6.5000e-004	0.0302	212.0114
Worker	0.1127	0.0716	0.9226	2.7100e-003	0.3305	1.6600e-003	0.3322	0.0879	1.5300e-003	0.0895	0.0000	248.5089	248.5089	6.1000e-003	6.5400e-003	250.6107
Total	**0.1262**	**0.6698**	**1.0649**	**4.8300e-003**	**0.3935**	**4.7600e-003**	**0.3982**	**0.1061**	**4.4900e-003**	**0.1106**	**0.0000**	**451.5084**	**451.5084**	**6.7500e-003**	**0.0367**	**462.6222**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0143	0.6286	0.1530	2.2700e-003	0.0685	3.2100e-003	0.0717	0.0198	3.0700e-003	0.0229	0.0000	216.9994	216.9994	6.9000e-004	0.0321	226.5938
Worker	0.1158	0.0702	0.9374	2.8600e-003	0.3594	1.7000e-003	0.3611	0.0956	1.5700e-003	0.0972	0.0000	262.0545	262.0545	6.0300e-003	6.6700e-003	264.1921
Total	**0.1301**	**0.6988**	**1.0904**	**5.1300e-003**	**0.4279**	**4.9100e-003**	**0.4328**	**0.1154**	**4.6400e-003**	**0.1201**	**0.0000**	**479.0538**	**479.0538**	**6.7200e-003**	**0.0388**	**490.7859**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0143	0.6286	0.1530	2.2700e-003	0.0685	3.2100e-003	0.0717	0.0198	3.0700e-003	0.0229	0.0000	216.9994	216.9994	6.9000e-004	0.0321	226.5938
Worker	0.1158	0.0702	0.9374	2.8600e-003	0.3594	1.7000e-003	0.3611	0.0956	1.5700e-003	0.0972	0.0000	262.0545	262.0545	6.0300e-003	6.6700e-003	264.1921
Total	**0.1301**	**0.6988**	**1.0904**	**5.1300e-003**	**0.4279**	**4.9100e-003**	**0.4328**	**0.1154**	**4.6400e-003**	**0.1201**	**0.0000**	**479.0538**	**479.0538**	**6.7200e-003**	**0.0388**	**490.7859**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1361	1.2407	1.6004	2.6800e-003		0.0525	0.0525		0.0494	0.0494	0.0000	230.7599	230.7599	0.0542	0.0000	232.1160
Total	**0.1361**	**1.2407**	**1.6004**	**2.6800e-003**		**0.0525**	**0.0525**		**0.0494**	**0.0494**	**0.0000**	**230.7599**	**230.7599**	**0.0542**	**0.0000**	**232.1160**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0106	0.4638	0.1155	1.7000e-003	0.0522	2.3400e-003	0.0546	0.0151	2.2400e-003	0.0173	0.0000	162.3503	162.3503	5.1000e-004	0.0240	169.5004
Worker	0.0833	0.0485	0.6704	2.1200e-003	0.2740	1.2200e-003	0.2753	0.0729	1.1200e-003	0.0740	0.0000	194.0555	194.0555	4.1900e-003	4.7900e-003	195.5882
Total	**0.0939**	**0.5123**	**0.7859**	**3.8200e-003**	**0.3263**	**3.5600e-003**	**0.3298**	**0.0880**	**3.3600e-003**	**0.0914**	**0.0000**	**356.4058**	**356.4058**	**4.7000e-003**	**0.0287**	**365.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1361	1.2407	1.6004	2.6800e-003		0.0525	0.0525		0.0494	0.0494	0.0000	230.7596	230.7596	0.0542	0.0000	232.1157
Total	**0.1361**	**1.2407**	**1.6004**	**2.6800e-003**		**0.0525**	**0.0525**		**0.0494**	**0.0494**	**0.0000**	**230.7596**	**230.7596**	**0.0542**	**0.0000**	**232.1157**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0106	0.4638	0.1155	1.7000e-003	0.0522	2.3400e-003	0.0546	0.0151	2.2400e-003	0.0173	0.0000	162.3503	162.3503	5.1000e-004	0.0240	169.5004
Worker	0.0833	0.0485	0.6704	2.1200e-003	0.2740	1.2200e-003	0.2753	0.0729	1.1200e-003	0.0740	0.0000	194.0555	194.0555	4.1900e-003	4.7900e-003	195.5882
Total	**0.0939**	**0.5123**	**0.7859**	**3.8200e-003**	**0.3263**	**3.5600e-003**	**0.3298**	**0.0880**	**3.3600e-003**	**0.0914**	**0.0000**	**356.4058**	**356.4058**	**4.7000e-003**	**0.0287**	**365.0886**

3.5 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0160	0.1502	0.2551	4.0000e-004		7.3200e-003	7.3200e-003		6.7400e-003	6.7400e-003	0.0000	35.0337	35.0337	0.0113	0.0000	35.3170
Paving	7.2700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0233**	**0.1502**	**0.2551**	**4.0000e-004**		**7.3200e-003**	**7.3200e-003**		**6.7400e-003**	**6.7400e-003**	**0.0000**	**35.0337**	**35.0337**	**0.0113**	**0.0000**	**35.3170**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	5.7000e-004	7.8600e-003	2.0000e-005	3.2100e-003	1.0000e-005	3.2300e-003	8.5000e-004	1.0000e-005	8.7000e-004	0.0000	2.2754	2.2754	5.0000e-005	6.0000e-005	2.2933
Total	**9.8000e-004**	**5.7000e-004**	**7.8600e-003**	**2.0000e-005**	**3.2100e-003**	**1.0000e-005**	**3.2300e-003**	**8.5000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.2754**	**2.2754**	**5.0000e-005**	**6.0000e-005**	**2.2933**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0160	0.1502	0.2551	4.0000e-004		7.3200e-003	7.3200e-003		6.7400e-003	6.7400e-003	0.0000	35.0337	35.0337	0.0113	0.0000	35.3169
Paving	7.2700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0233**	**0.1502**	**0.2551**	**4.0000e-004**		**7.3200e-003**	**7.3200e-003**		**6.7400e-003**	**6.7400e-003**	**0.0000**	**35.0337**	**35.0337**	**0.0113**	**0.0000**	**35.3169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	5.7000e-004	7.8600e-003	2.0000e-005	3.2100e-003	1.0000e-005	3.2300e-003	8.5000e-004	1.0000e-005	8.7000e-004	0.0000	2.2754	2.2754	5.0000e-005	6.0000e-005	2.2933
Total	**9.8000e-004**	**5.7000e-004**	**7.8600e-003**	**2.0000e-005**	**3.2100e-003**	**1.0000e-005**	**3.2300e-003**	**8.5000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.2754**	**2.2754**	**5.0000e-005**	**6.0000e-005**	**2.2933**

3.6 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6059					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0155	0.0244	4.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	3.4469	3.4469	1.9000e-004	0.0000	3.4516
Total	**0.6082**	**0.0155**	**0.0244**	**4.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**	**0.0000**	**3.4469**	**3.4469**	**1.9000e-004**	**0.0000**	**3.4516**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2600e-003	1.3200e-003	0.0182	6.0000e-005	7.4400e-003	3.0000e-005	7.4700e-003	1.9800e-003	3.0000e-005	2.0100e-003	0.0000	5.2658	5.2658	1.1000e-004	1.3000e-004	5.3074
Total	**2.2600e-003**	**1.3200e-003**	**0.0182**	**6.0000e-005**	**7.4400e-003**	**3.0000e-005**	**7.4700e-003**	**1.9800e-003**	**3.0000e-005**	**2.0100e-003**	**0.0000**	**5.2658**	**5.2658**	**1.1000e-004**	**1.3000e-004**	**5.3074**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6059					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0155	0.0244	4.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	3.4469	3.4469	1.9000e-004	0.0000	3.4516
Total	**0.6082**	**0.0155**	**0.0244**	**4.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**	**0.0000**	**3.4469**	**3.4469**	**1.9000e-004**	**0.0000**	**3.4516**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2600e-003	1.3200e-003	0.0182	6.0000e-005	7.4400e-003	3.0000e-005	7.4700e-003	1.9800e-003	3.0000e-005	2.0100e-003	0.0000	5.2658	5.2658	1.1000e-004	1.3000e-004	5.3074
Total	**2.2600e-003**	**1.3200e-003**	**0.0182**	**6.0000e-005**	**7.4400e-003**	**3.0000e-005**	**7.4700e-003**	**1.9800e-003**	**3.0000e-005**	**2.0100e-003**	**0.0000**	**5.2658**	**5.2658**	**1.1000e-004**	**1.3000e-004**	**5.3074**

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1795					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	4.5800e-003	7.2400e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	1.0213	1.0213	6.0000e-005	0.0000	1.0227
Total	**0.1802**	**4.5800e-003**	**7.2400e-003**	**1.0000e-005**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**1.0213**	**1.0213**	**6.0000e-005**	**0.0000**	**1.0227**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.6000e-004	5.0900e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.9000e-004	1.0000e-005	5.9000e-004	0.0000	1.5183	1.5183	3.0000e-005	4.0000e-005	1.5299
Total	**6.3000e-004**	**3.6000e-004**	**5.0900e-003**	**2.0000e-005**	**2.2000e-003**	**1.0000e-005**	**2.2100e-003**	**5.9000e-004**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**1.5183**	**1.5183**	**3.0000e-005**	**4.0000e-005**	**1.5299**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1795					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	4.5800e-003	7.2400e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	1.0213	1.0213	6.0000e-005	0.0000	1.0227
Total	**0.1802**	**4.5800e-003**	**7.2400e-003**	**1.0000e-005**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**1.0213**	**1.0213**	**6.0000e-005**	**0.0000**	**1.0227**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.6000e-004	5.0900e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.9000e-004	1.0000e-005	5.9000e-004	0.0000	1.5183	1.5183	3.0000e-005	4.0000e-005	1.5299
Total	**6.3000e-004**	**3.6000e-004**	**5.0900e-003**	**2.0000e-005**	**2.2000e-003**	**1.0000e-005**	**2.2100e-003**	**5.9000e-004**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**1.5183**	**1.5183**	**3.0000e-005**	**4.0000e-005**	**1.5299**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7385	0.2622	0.5160	2.0100e-003	0.2337	1.6700e-003	0.2354	0.0680	1.1500e-003	0.0692	0.0000	185.1196	185.1196	0.1590	0.0131	192.9887
Unmitigated	0.7385	0.2622	0.5160	2.0100e-003	0.2337	1.6700e-003	0.2354	0.0680	1.1500e-003	0.0692	0.0000	185.1196	185.1196	0.1590	0.0131	192.9887

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	58.28	58.28	58.28	66,406	66,406
Arena	165.90	165.90	165.90	189,037	189,037
City Park	449.20	449.20	449.20	311,318	311,318
Government (Civic Center)	224.50	224.50	224.50	125,601	125,601
Motel	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	897.87	897.87	897.87	692,362	692,362

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	4.28	4.28	4.28	0.00	81.00	19.00	66	28	6
Arena	4.28	4.28	4.28	0.00	81.00	19.00	66	28	6
City Park	2.60	2.60	2.60	33.00	48.00	19.00	66	28	6
Government (Civic Center)	2.60	2.60	2.60	75.00	20.00	5.00	50	34	16
Motel	47.40	47.40	47.40	19.00	62.00	19.00	58	38	4
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Arena	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
City Park	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
Government (Civic Center)	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
Motel	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
Parking Lot	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	56.7169	56.7169	2.6700e-003	4.4000e-004	56.9161
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	56.7169	56.7169	2.6700e-003	4.4000e-004	56.9161
NaturalGas Mitigated	7.8600e-003	0.0715	0.0600	4.3000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	77.7778	77.7778	1.4900e-003	1.4300e-003	78.2400
NaturalGas Unmitigated	7.8600e-003	0.0715	0.0600	4.3000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	77.7778	77.7778	1.4900e-003	1.4300e-003	78.2400

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	85573.2	4.6000e-004	4.1900e-003	3.5200e-003	3.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.5665	4.5665	9.0000e-005	8.0000e-005	4.5937
Arena	243600	1.3100e-003	0.0119	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	12.9994	12.9994	2.5000e-004	2.4000e-004	13.0767
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	483500	2.6100e-003	0.0237	0.0199	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.8014	25.8014	4.9000e-004	4.7000e-004	25.9547
Motel	644827	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.4105	34.4105	6.6000e-004	6.3000e-004	34.6149
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.8600e-003**	**0.0714**	**0.0600**	**4.3000e-004**		**5.4300e-003**	**5.4300e-003**		**5.4300e-003**	**5.4300e-003**	**0.0000**	**77.7778**	**77.7778**	**1.4900e-003**	**1.4200e-003**	**78.2400**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	243600	1.3100e-003	0.0119	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	12.9994	12.9994	2.5000e-004	2.4000e-004	13.0767
Arena	85573.2	4.6000e-004	4.1900e-003	3.5200e-003	3.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.5665	4.5665	9.0000e-005	8.0000e-005	4.5937
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	483500	2.6100e-003	0.0237	0.0199	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.8014	25.8014	4.9000e-004	4.7000e-004	25.9547
Motel	644827	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.4105	34.4105	6.6000e-004	6.3000e-004	34.6149
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.8600e-003**	**0.0714**	**0.0600**	**4.3000e-004**		**5.4300e-003**	**5.4300e-003**		**5.4300e-003**	**5.4300e-003**	**0.0000**	**77.7778**	**77.7778**	**1.4900e-003**	**1.4200e-003**	**78.2400**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Arena	103770	6.0060	2.8000e-004	5.0000e-005	6.0271
Arena	295400	17.0973	8.0000e-004	1.3000e-004	17.1573
City Park	0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	267000	15.4535	7.3000e-004	1.2000e-004	15.5078
Motel	227383	13.1606	6.2000e-004	1.0000e-004	13.2068
Parking Lot	86380	4.9995	2.4000e-004	4.0000e-005	5.0171
Total		**56.7170**	**2.6700e-003**	**4.4000e-004**	**56.9161**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Arena	103770	6.0060	2.8000e-004	5.0000e-005	6.0271
Arena	295400	17.0973	8.0000e-004	1.3000e-004	17.1573
City Park	0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	267000	15.4535	7.3000e-004	1.2000e-004	15.5078
Motel	227383	13.1606	6.2000e-004	1.0000e-004	13.2068
Parking Lot	86380	4.9995	2.4000e-004	4.0000e-005	5.0171
Total		**56.7170**	**2.6700e-003**	**4.4000e-004**	**56.9161**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7910	6.0000e-005	6.9000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0135	0.0135	3.0000e-005	0.0000	0.0144
Unmitigated	0.7910	6.0000e-005	6.9000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0135	0.0135	3.0000e-005	0.0000	0.0144

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1835					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.3000e-004	6.0000e-005	6.9000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0135	0.0135	3.0000e-005	0.0000	0.0144
Total	**0.7910**	**6.0000e-005**	**6.9000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0135**	**0.0135**	**3.0000e-005**	**0.0000**	**0.0144**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1835					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.3000e-004	6.0000e-005	6.9000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0135	0.0135	3.0000e-005	0.0000	0.0144
Total	**0.7910**	**6.0000e-005**	**6.9000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0135**	**0.0135**	**3.0000e-005**	**0.0000**	**0.0144**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	31.0241	1.5036	0.0356	79.2255
Unmitigated	31.0241	1.5036	0.0356	79.2255

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	40.7465 / 2.60084	26.2149	1.3284	0.0315	68.7971
City Park	0 / 3.93189	0.7965	4.0000e-005	1.0000e-005	0.7993
Government (Civic Center)	4.96649 / 3.04398	3.7477	0.1619	3.8400e-003	8.9399
Motel	0.405868 / 0.0450965	0.2650	0.0132	3.1000e-004	0.6892
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**31.0241**	**1.5036**	**0.0356**	**79.2255**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	40.7465 / 2.60084	26.2149	1.3284	0.0315	68.7971
City Park	0 / 3.93189	0.7965	4.0000e-005	1.0000e-005	0.7993
Government (Civic Center)	4.96649 / 3.04398	3.7477	0.1619	3.8400e-003	8.9399
Motel	0.405868 / 0.0450965	0.2650	0.0132	3.1000e-004	0.6892
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**31.0241**	**1.5036**	**0.0356**	**79.2255**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	31.2890	1.8491	0.0000	77.5172
Unmitigated	31.2890	1.8491	0.0000	77.5172

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Arena	2.6	0.5278	0.0312	0.0000	1.3075
City Park	0.28	0.0568	3.3600e-003	0.0000	0.1408
Government (Civic Center)	142.5	28.9262	1.7095	0.0000	71.6635
Motel	8.76	1.7782	0.1051	0.0000	4.4054
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**31.2890**	**1.8491**	**0.0000**	**77.5172**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Arena	2.6	0.5278	0.0312	0.0000	1.3075
City Park	0.28	0.0568	3.3600e-003	0.0000	0.1408
Government (Civic Center)	142.5	28.9262	1.7095	0.0000	71.6635
Motel	8.76	1.7782	0.1051	0.0000	4.4054
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**31.2890**	**1.8491**	**0.0000**	**77.5172**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

56 Acre Master Plan

El Dorado-Lake Tahoe County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	617.00	Space	5.55	246,800.00	0
Arena	24.59	1000sqft	7.90	24,590.00	0
Arena	70.00	1000sqft	22.50	70,000.00	0
City Park	3.30	Acre	3.30	143,748.00	0
Motel	16.00	Room	0.72	31,363.20	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	70
Climate Zone	14			**Operational Year**	2040
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	127.6	**CH4 Intensity (lb/MWhr)**	0.006	**N2O Intensity (lb/MWhr)**	0.001

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The GHG EFs are scaled using Liberty Utility's natural gas mix and internsity factor (published by TRPA) for the year 2018.

Land Use - Motel - Cabins - 16 proposed
City Park - Public Park - 3.3 Acre proposed
Arena - Ice Skating - 24.590 ksf
Arena - Outdoor Event Space - 70 ksf
Government (Civic Center) - Government Civic Center - 25 ksf
Parking lot - Parking - 296 spaces

56 Acre Master Plan - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Construction Phase - The duration of different construction phases is scaled up using the duration of construction phases in the Multigenerational Center.

Trips and VMT -

Grading -

Architectural Coating - SMAQMD recommends using paint with new VOC contents for archetectural coating. For the modeling, Nonflat Coating's VOC limit of 100 g/l is assumed.

Vehicle Trips - As provided by the Traffic study

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Area Coating -

Water And Wastewater -

Solid Waste -

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblConstructionPhase	NumDays	30.00	7.00
tblConstructionPhase	NumDays	75.00	14.00
tblConstructionPhase	NumDays	740.00	700.00
tblConstructionPhase	NumDays	55.00	35.00
tblConstructionPhase	NumDays	55.00	35.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.006
tblProjectCharacteristics	CO2IntensityFactor	0	127.6
tblProjectCharacteristics	N2OIntensityFactor	0	0.001

56 Acre Master Plan - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleEF	HHD	0.02	0.23
tblVehicleEF	HHD	0.02	0.24
tblVehicleEF	HHD	1.3520e-003	3.7720e-003
tblVehicleEF	HHD	1.3520e-003	3.7740e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.91	0.10
tblVehicleEF	HHD	0.34	0.22
tblVehicleEF	HHD	0.03	47.81
tblVehicleEF	HHD	5.79	40.27
tblVehicleEF	HHD	2.54	1.56
tblVehicleEF	HHD	3.67	2.94
tblVehicleEF	HHD	2.3260e-003	0.02
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	1.4000e-005	9.3500e-004
tblVehicleEF	HHD	0.47	3.25
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	1.4000e-005	9.3500e-004
tblVehicleEF	HHD	0.54	3.78
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.22
tblVehicleEF	HHD	1.3600e-003	3.7710e-003
tblVehicleEF	HHD	1.0000e-006	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	6.82	0.10
tblVehicleEF	HHD	6.82	0.10
tblVehicleEF	HHD	0.34	0.22
tblVehicleEF	HHD	0.34	0.22
tblVehicleEF	HHD	0.03	47.15
tblVehicleEF	HHD	0.03	48.72
tblVehicleEF	HHD	5.52	38.47
tblVehicleEF	HHD	2.46	1.50
tblVehicleEF	HHD	3.67	2.94
tblVehicleEF	HHD	2.0510e-003	0.01
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	3.7000e-005	1.1430e-003
tblVehicleEF	HHD	0.50	3.44
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	3.7000e-005	1.1430e-003
tblVehicleEF	HHD	0.57	4.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	6.15	42.77
tblVehicleEF	HHD	2.57	1.58
tblVehicleEF	HHD	3.67	2.94
tblVehicleEF	HHD	2.7040e-003	0.02
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	0.02

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	6.0000e-006	8.9900e-004
tblVehicleEF	HHD	0.43	2.99
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	6.0000e-006	8.9900e-004
tblVehicleEF	HHD	0.49	3.48
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	LDA	6.5900e-004	1.0900e-003
tblVehicleEF	LDA	6.5900e-004	1.1860e-003
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.00	0.53
tblVehicleEF	LDA	0.38	0.04
tblVehicleEF	LDA	1.51	0.00
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.11	0.18
tblVehicleEF	LDA	0.04	8.3440e-003
tblVehicleEF	LDA	5.7200e-004	5.8100e-004
tblVehicleEF	LDA	7.4500e-004	9.5600e-004
tblVehicleEF	LDA	0.02	0.97
tblVehicleEF	LDA	1.9520e-003	3.3410e-003
tblVehicleEF	LDA	0.08	0.15
tblVehicleEF	LDA	0.02	0.97
tblVehicleEF	LDA	2.8300e-003	4.8730e-003
tblVehicleEF	LDA	0.08	0.17
tblVehicleEF	LDA	7.6200e-004	1.0480e-003
tblVehicleEF	LDA	0.02	0.04

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDA	0.00	0.72
tblVehicleEF	LDA	0.00	0.49
tblVehicleEF	LDA	0.46	0.04
tblVehicleEF	LDA	0.46	0.04
tblVehicleEF	LDA	1.17	0.00
tblVehicleEF	LDA	1.17	0.00
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.16
tblVehicleEF	LDA	0.04	8.3440e-003
tblVehicleEF	LDA	5.7200e-004	5.8100e-004
tblVehicleEF	LDA	7.4500e-004	9.5600e-004
tblVehicleEF	LDA	0.05	1.16
tblVehicleEF	LDA	2.2040e-003	3.5550e-003
tblVehicleEF	LDA	0.06	0.12
tblVehicleEF	LDA	0.05	1.16
tblVehicleEF	LDA	3.1970e-003	5.1850e-003
tblVehicleEF	LDA	0.07	0.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.13	0.19
tblVehicleEF	LDA	0.04	8.3440e-003
tblVehicleEF	LDA	5.7200e-004	5.8100e-004
tblVehicleEF	LDA	7.4500e-004	9.5600e-004
tblVehicleEF	LDA	5.0840e-003	0.92
tblVehicleEF	LDA	1.8750e-003	3.2580e-003
tblVehicleEF	LDA	0.09	0.17
tblVehicleEF	LDA	5.0840e-003	0.92
tblVehicleEF	LDA	2.7180e-003	4.7520e-003
tblVehicleEF	LDA	0.10	0.19
tblVehicleEF	LDT1	7.9700e-004	1.4860e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT1	7.9700e-004	1.6200e-003
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.00	0.64
tblVehicleEF	LDT1	0.41	0.04
tblVehicleEF	LDT1	1.70	0.00
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.14	0.25
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	6.6000e-004	7.6500e-004
tblVehicleEF	LDT1	9.3400e-004	1.4050e-003
tblVehicleEF	LDT1	0.04	2.61
tblVehicleEF	LDT1	2.4650e-003	5.2090e-003
tblVehicleEF	LDT1	0.10	0.25
tblVehicleEF	LDT1	0.04	2.61
tblVehicleEF	LDT1	3.5960e-003	7.6000e-003
tblVehicleEF	LDT1	0.11	0.28
tblVehicleEF	LDT1	9.2500e-004	1.4290e-003
tblVehicleEF	LDT1	0.02	0.06
tblVehicleEF	LDT1	0.00	0.87
tblVehicleEF	LDT1	0.00	0.59
tblVehicleEF	LDT1	0.50	0.04
tblVehicleEF	LDT1	0.50	0.04
tblVehicleEF	LDT1	1.31	0.00
tblVehicleEF	LDT1	1.31	0.00
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.13	0.22
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	6.6000e-004	7.6500e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT1	9.3400e-004	1.4050e-003
tblVehicleEF	LDT1	0.10	3.05
tblVehicleEF	LDT1	2.7970e-003	5.5440e-003
tblVehicleEF	LDT1	0.08	0.20
tblVehicleEF	LDT1	0.10	3.05
tblVehicleEF	LDT1	4.0810e-003	8.0900e-003
tblVehicleEF	LDT1	0.09	0.22
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.16	0.27
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	6.6000e-004	7.6500e-004
tblVehicleEF	LDT1	9.3400e-004	1.4050e-003
tblVehicleEF	LDT1	0.01	2.51
tblVehicleEF	LDT1	2.3640e-003	5.0780e-003
tblVehicleEF	LDT1	0.12	0.29
tblVehicleEF	LDT1	0.01	2.51
tblVehicleEF	LDT1	3.4490e-003	7.4100e-003
tblVehicleEF	LDT1	0.13	0.31
tblVehicleEF	LDT2	1.0740e-003	1.5050e-003
tblVehicleEF	LDT2	1.0740e-003	1.6410e-003
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.00	0.64
tblVehicleEF	LDT2	0.48	0.04
tblVehicleEF	LDT2	2.18	0.00
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.16	0.25
tblVehicleEF	LDT2	0.04	0.01
tblVehicleEF	LDT2	6.9600e-004	6.8700e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT2	9.1000e-004	1.1500e-003
tblVehicleEF	LDT2	0.05	1.79
tblVehicleEF	LDT2	3.6310e-003	4.9600e-003
tblVehicleEF	LDT2	0.14	0.23
tblVehicleEF	LDT2	0.05	1.79
tblVehicleEF	LDT2	5.2520e-003	7.2200e-003
tblVehicleEF	LDT2	0.16	0.26
tblVehicleEF	LDT2	1.2430e-003	1.4470e-003
tblVehicleEF	LDT2	0.03	0.06
tblVehicleEF	LDT2	0.00	0.88
tblVehicleEF	LDT2	0.00	0.59
tblVehicleEF	LDT2	0.58	0.04
tblVehicleEF	LDT2	0.58	0.04
tblVehicleEF	LDT2	1.68	0.00
tblVehicleEF	LDT2	1.68	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.14	0.22
tblVehicleEF	LDT2	0.04	0.01
tblVehicleEF	LDT2	6.9600e-004	6.8700e-004
tblVehicleEF	LDT2	9.1000e-004	1.1500e-003
tblVehicleEF	LDT2	0.15	2.07
tblVehicleEF	LDT2	4.0880e-003	5.2790e-003
tblVehicleEF	LDT2	0.11	0.19
tblVehicleEF	LDT2	0.15	2.07
tblVehicleEF	LDT2	5.9180e-003	7.6840e-003
tblVehicleEF	LDT2	0.12	0.20
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.17	0.28
tblVehicleEF	LDT2	0.04	0.01

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT2	6.9600e-004	6.8700e-004
tblVehicleEF	LDT2	9.1000e-004	1.1500e-003
tblVehicleEF	LDT2	0.02	1.72
tblVehicleEF	LDT2	3.4920e-003	4.8370e-003
tblVehicleEF	LDT2	0.16	0.27
tblVehicleEF	LDT2	0.02	1.72
tblVehicleEF	LDT2	5.0480e-003	7.0400e-003
tblVehicleEF	LDT2	0.18	0.29
tblVehicleEF	LHD1	4.0890e-003	0.06
tblVehicleEF	LHD1	4.0890e-003	0.06
tblVehicleEF	LHD1	3.9710e-003	3.4820e-003
tblVehicleEF	LHD1	3.9710e-003	3.5310e-003
tblVehicleEF	LHD1	9.6930e-003	0.02
tblVehicleEF	LHD1	9.6930e-003	0.02
tblVehicleEF	LHD1	0.19	0.52
tblVehicleEF	LHD1	0.38	0.10
tblVehicleEF	LHD1	0.92	2.78
tblVehicleEF	LHD1	0.04	0.61
tblVehicleEF	LHD1	0.31	0.41
tblVehicleEF	LHD1	0.23	0.34
tblVehicleEF	LHD1	8.0400e-004	9.4420e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.6500e-003	9.3980e-003
tblVehicleEF	LHD1	6.9290e-003	0.01
tblVehicleEF	LHD1	2.1400e-004	1.1700e-004
tblVehicleEF	LHD1	1.6870e-003	2.00
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.05	0.08

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD1	1.6870e-003	2.00
tblVehicleEF	LHD1	0.02	0.36
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.05	0.09
tblVehicleEF	LHD1	4.1070e-003	0.06
tblVehicleEF	LHD1	4.0280e-003	3.4480e-003
tblVehicleEF	LHD1	9.0160e-003	0.02
tblVehicleEF	LHD1	0.19	0.54
tblVehicleEF	LHD1	0.19	0.51
tblVehicleEF	LHD1	0.38	0.10
tblVehicleEF	LHD1	0.38	0.10
tblVehicleEF	LHD1	0.83	2.78
tblVehicleEF	LHD1	0.83	2.78
tblVehicleEF	LHD1	0.04	0.61
tblVehicleEF	LHD1	0.29	0.39
tblVehicleEF	LHD1	0.22	0.31
tblVehicleEF	LHD1	8.0400e-004	9.4420e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.6500e-003	9.3980e-003
tblVehicleEF	LHD1	6.9290e-003	0.01
tblVehicleEF	LHD1	2.1400e-004	1.1700e-004
tblVehicleEF	LHD1	4.7130e-003	2.32
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.04	0.08
tblVehicleEF	LHD1	4.7130e-003	2.32
tblVehicleEF	LHD1	0.02	0.36
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.05	0.09

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD1	0.04	0.61
tblVehicleEF	LHD1	0.31	0.42
tblVehicleEF	LHD1	0.25	0.36
tblVehicleEF	LHD1	8.0400e-004	9.4420e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.6500e-003	9.3980e-003
tblVehicleEF	LHD1	6.9290e-003	0.01
tblVehicleEF	LHD1	2.1400e-004	1.1700e-004
tblVehicleEF	LHD1	6.5100e-004	1.91
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.05	0.09
tblVehicleEF	LHD1	6.5100e-004	1.91
tblVehicleEF	LHD1	0.02	0.36
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.05	0.10
tblVehicleEF	LHD2	1.7890e-003	0.02
tblVehicleEF	LHD2	1.7890e-003	0.02
tblVehicleEF	LHD2	5.4100e-003	5.8020e-003
tblVehicleEF	LHD2	5.4100e-003	5.8130e-003
tblVehicleEF	LHD2	2.6240e-003	4.1410e-003
tblVehicleEF	LHD2	2.6240e-003	3.8610e-003
tblVehicleEF	LHD2	0.12	0.47
tblVehicleEF	LHD2	0.55	0.16
tblVehicleEF	LHD2	0.36	1.49
tblVehicleEF	LHD2	0.09	1.35
tblVehicleEF	LHD2	0.53	0.86
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	1.6220e-003	0.02

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.0000e-005	2.2000e-005
tblVehicleEF	LHD2	4.2400e-004	0.50
tblVehicleEF	LHD2	0.01	0.15
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.2400e-004	0.50
tblVehicleEF	LHD2	0.01	0.18
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.7940e-003	0.02
tblVehicleEF	LHD2	5.4310e-003	5.7940e-003
tblVehicleEF	LHD2	2.4410e-003	4.3300e-003
tblVehicleEF	LHD2	0.12	0.47
tblVehicleEF	LHD2	0.12	0.46
tblVehicleEF	LHD2	0.55	0.16
tblVehicleEF	LHD2	0.55	0.16
tblVehicleEF	LHD2	0.32	1.49
tblVehicleEF	LHD2	0.32	1.49
tblVehicleEF	LHD2	0.09	1.35
tblVehicleEF	LHD2	0.51	0.82
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	1.6220e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.0000e-005	2.2000e-005

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD2	1.1800e-003	0.57
tblVehicleEF	LHD2	0.01	0.15
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.1800e-003	0.57
tblVehicleEF	LHD2	0.01	0.18
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.09	1.35
tblVehicleEF	LHD2	0.54	0.87
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	1.6220e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.0000e-005	2.2000e-005
tblVehicleEF	LHD2	1.6400e-004	0.49
tblVehicleEF	LHD2	0.01	0.15
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.6400e-004	0.49
tblVehicleEF	LHD2	0.01	0.18
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	MCY	0.34	0.15
tblVehicleEF	MCY	0.34	0.16
tblVehicleEF	MCY	0.26	0.17
tblVehicleEF	MCY	0.26	0.14
tblVehicleEF	MCY	0.00	12.10

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MCY	18.37	9.0110e-003
tblVehicleEF	MCY	10.12	0.00
tblVehicleEF	MCY	1.18	0.55
tblVehicleEF	MCY	0.28	0.11
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.3000e-003	2.1240e-003
tblVehicleEF	MCY	2.7220e-003	3.2120e-003
tblVehicleEF	MCY	1.15	5.39
tblVehicleEF	MCY	2.30	0.99
tblVehicleEF	MCY	2.05	1.32
tblVehicleEF	MCY	1.15	5.39
tblVehicleEF	MCY	2.87	1.21
tblVehicleEF	MCY	2.24	1.43
tblVehicleEF	MCY	0.33	0.15
tblVehicleEF	MCY	0.21	0.20
tblVehicleEF	MCY	0.00	12.31
tblVehicleEF	MCY	0.00	12.11
tblVehicleEF	MCY	17.66	9.0110e-003
tblVehicleEF	MCY	17.66	9.0110e-003
tblVehicleEF	MCY	8.19	0.00
tblVehicleEF	MCY	8.19	0.00
tblVehicleEF	MCY	1.00	0.47
tblVehicleEF	MCY	0.25	0.10
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.3000e-003	2.1240e-003
tblVehicleEF	MCY	2.7220e-003	3.2120e-003
tblVehicleEF	MCY	3.88	8.19
tblVehicleEF	MCY	2.22	0.99
tblVehicleEF	MCY	1.62	1.05

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MCY	3.88	8.19
tblVehicleEF	MCY	2.77	1.22
tblVehicleEF	MCY	1.76	1.14
tblVehicleEF	MCY	1.25	0.58
tblVehicleEF	MCY	0.30	0.12
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.3000e-003	2.1240e-003
tblVehicleEF	MCY	2.7220e-003	3.2120e-003
tblVehicleEF	MCY	0.25	4.74
tblVehicleEF	MCY	2.38	0.99
tblVehicleEF	MCY	2.37	1.51
tblVehicleEF	MCY	0.25	4.74
tblVehicleEF	MCY	2.97	1.21
tblVehicleEF	MCY	2.58	1.65
tblVehicleEF	MDV	1.1320e-003	1.6610e-003
tblVehicleEF	MDV	1.1320e-003	1.8110e-003
tblVehicleEF	MDV	0.04	0.06
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.00	0.67
tblVehicleEF	MDV	0.49	0.04
tblVehicleEF	MDV	2.30	0.00
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.18	0.31
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	6.7700e-004	6.8700e-004
tblVehicleEF	MDV	9.3600e-004	1.2100e-003
tblVehicleEF	MDV	0.07	1.96
tblVehicleEF	MDV	4.0510e-003	5.8760e-003
tblVehicleEF	MDV	0.17	0.30

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MDV	0.07	1.96
tblVehicleEF	MDV	5.8470e-003	8.5430e-003
tblVehicleEF	MDV	0.19	0.32
tblVehicleEF	MDV	1.3090e-003	1.5970e-003
tblVehicleEF	MDV	0.03	0.07
tblVehicleEF	MDV	0.00	0.92
tblVehicleEF	MDV	0.00	0.62
tblVehicleEF	MDV	0.58	0.04
tblVehicleEF	MDV	0.58	0.04
tblVehicleEF	MDV	1.76	0.00
tblVehicleEF	MDV	1.76	0.00
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.16	0.28
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	6.7700e-004	6.8700e-004
tblVehicleEF	MDV	9.3600e-004	1.2100e-003
tblVehicleEF	MDV	0.21	2.29
tblVehicleEF	MDV	4.5500e-003	6.2490e-003
tblVehicleEF	MDV	0.14	0.23
tblVehicleEF	MDV	0.21	2.29
tblVehicleEF	MDV	6.5750e-003	9.0870e-003
tblVehicleEF	MDV	0.15	0.26
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.20	0.34
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	6.7700e-004	6.8700e-004
tblVehicleEF	MDV	9.3600e-004	1.2100e-003
tblVehicleEF	MDV	0.03	1.88
tblVehicleEF	MDV	3.8980e-003	5.7310e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MDV	0.20	0.33
tblVehicleEF	MDV	0.03	1.88
tblVehicleEF	MDV	5.6230e-003	8.3310e-003
tblVehicleEF	MDV	0.21	0.37
tblVehicleEF	MH	4.4750e-003	4.9190e-003
tblVehicleEF	MH	4.4750e-003	5.0080e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	0.29
tblVehicleEF	MH	0.26	0.10
tblVehicleEF	MH	1.31	0.00
tblVehicleEF	MH	1.40	1.65
tblVehicleEF	MH	0.24	0.35
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	1.6600e-004	1.8400e-004
tblVehicleEF	MH	0.31	2.34
tblVehicleEF	MH	0.05	0.06
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.31	2.34
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	4.5670e-003	4.8540e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	0.29
tblVehicleEF	MH	0.00	0.28
tblVehicleEF	MH	0.27	0.10
tblVehicleEF	MH	0.27	0.10

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MH	1.15	0.00
tblVehicleEF	MH	1.15	0.00
tblVehicleEF	MH	1.32	1.56
tblVehicleEF	MH	0.22	0.32
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	1.6600e-004	1.8400e-004
tblVehicleEF	MH	0.84	2.68
tblVehicleEF	MH	0.05	0.06
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.84	2.68
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	1.41	1.67
tblVehicleEF	MH	0.26	0.37
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	1.6600e-004	1.8400e-004
tblVehicleEF	MH	0.13	2.27
tblVehicleEF	MH	0.05	0.06
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.13	2.27
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.07	0.09
tblVehicleEF	MHD	5.2540e-003	0.03
tblVehicleEF	MHD	5.2540e-003	0.03
tblVehicleEF	MHD	8.8600e-004	6.5200e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MHD	8.8600e-004	6.6800e-004
tblVehicleEF	MHD	0.01	3.7110e-003
tblVehicleEF	MHD	0.01	3.4530e-003
tblVehicleEF	MHD	0.77	0.07
tblVehicleEF	MHD	0.14	0.20
tblVehicleEF	MHD	1.06	8.51
tblVehicleEF	MHD	0.72	10.13
tblVehicleEF	MHD	1.39	0.38
tblVehicleEF	MHD	1.62	1.24
tblVehicleEF	MHD	2.0000e-004	3.0680e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	6.6630e-003	3.5480e-003
tblVehicleEF	MHD	1.5100e-004	4.8000e-005
tblVehicleEF	MHD	4.9300e-004	0.25
tblVehicleEF	MHD	0.03	0.27
tblVehicleEF	MHD	0.01	8.2880e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	4.9300e-004	0.25
tblVehicleEF	MHD	0.04	0.34
tblVehicleEF	MHD	0.01	9.8750e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	4.9940e-003	0.03
tblVehicleEF	MHD	9.0800e-004	6.4000e-004
tblVehicleEF	MHD	0.01	3.8920e-003
tblVehicleEF	MHD	0.68	0.07
tblVehicleEF	MHD	0.68	0.07
tblVehicleEF	MHD	0.14	0.20
tblVehicleEF	MHD	0.14	0.20
tblVehicleEF	MHD	0.95	7.95

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MHD	0.95	9.11
tblVehicleEF	MHD	0.69	9.65
tblVehicleEF	MHD	1.32	0.36
tblVehicleEF	MHD	1.61	1.24
tblVehicleEF	MHD	1.7700e-004	2.6960e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	6.6630e-003	3.5480e-003
tblVehicleEF	MHD	1.5100e-004	4.8000e-005
tblVehicleEF	MHD	1.3670e-003	0.30
tblVehicleEF	MHD	0.03	0.27
tblVehicleEF	MHD	0.01	8.3430e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3670e-003	0.30
tblVehicleEF	MHD	0.04	0.34
tblVehicleEF	MHD	0.01	9.9560e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.77	10.78
tblVehicleEF	MHD	1.40	0.39
tblVehicleEF	MHD	1.63	1.24
tblVehicleEF	MHD	2.3300e-004	3.5820e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	6.6630e-003	3.5480e-003
tblVehicleEF	MHD	1.5100e-004	4.8000e-005
tblVehicleEF	MHD	1.9500e-004	0.24
tblVehicleEF	MHD	0.03	0.26
tblVehicleEF	MHD	0.01	8.2480e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	1.9500e-004	0.24
tblVehicleEF	MHD	0.04	0.33

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	MHD	0.01	9.8160e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	OBUS	7.4230e-003	0.10
tblVehicleEF	OBUS	7.4230e-003	0.10
tblVehicleEF	OBUS	1.9710e-003	0.02
tblVehicleEF	OBUS	1.9710e-003	0.02
tblVehicleEF	OBUS	0.02	3.8000e-003
tblVehicleEF	OBUS	0.02	3.5110e-003
tblVehicleEF	OBUS	0.73	0.28
tblVehicleEF	OBUS	0.24	0.21
tblVehicleEF	OBUS	1.81	8.80
tblVehicleEF	OBUS	0.49	4.27
tblVehicleEF	OBUS	1.44	1.09
tblVehicleEF	OBUS	1.09	0.99
tblVehicleEF	OBUS	1.6500e-004	4.2280e-003
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	8.8800e-003	0.02
tblVehicleEF	OBUS	1.8200e-004	3.5000e-005
tblVehicleEF	OBUS	1.3060e-003	0.46
tblVehicleEF	OBUS	0.06	0.56
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	1.3060e-003	0.46
tblVehicleEF	OBUS	0.07	0.72
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	7.5540e-003	0.10
tblVehicleEF	OBUS	2.0390e-003	0.02
tblVehicleEF	OBUS	0.01	3.9900e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	OBUS	0.72	0.29
tblVehicleEF	OBUS	0.72	0.28
tblVehicleEF	OBUS	0.25	0.21
tblVehicleEF	OBUS	0.25	0.21
tblVehicleEF	OBUS	1.59	8.68
tblVehicleEF	OBUS	1.59	8.97
tblVehicleEF	OBUS	0.46	4.09
tblVehicleEF	OBUS	1.36	1.04
tblVehicleEF	OBUS	1.07	0.99
tblVehicleEF	OBUS	1.4600e-004	3.6880e-003
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	8.8800e-003	0.02
tblVehicleEF	OBUS	1.8200e-004	3.5000e-005
tblVehicleEF	OBUS	3.5810e-003	0.56
tblVehicleEF	OBUS	0.06	0.59
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.08	0.02
tblVehicleEF	OBUS	3.5810e-003	0.56
tblVehicleEF	OBUS	0.07	0.75
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	0.52	4.53
tblVehicleEF	OBUS	1.45	1.10
tblVehicleEF	OBUS	1.10	0.99
tblVehicleEF	OBUS	1.9000e-004	4.9730e-003
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	8.8800e-003	0.02
tblVehicleEF	OBUS	1.8200e-004	3.5000e-005
tblVehicleEF	OBUS	5.3600e-004	0.44

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	OBUS	0.05	0.52
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.09	0.02
tblVehicleEF	OBUS	5.3600e-004	0.44
tblVehicleEF	OBUS	0.07	0.68
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.10	0.02
tblVehicleEF	SBUS	0.05	0.46
tblVehicleEF	SBUS	0.05	0.46
tblVehicleEF	SBUS	1.1720e-003	8.3300e-004
tblVehicleEF	SBUS	1.1720e-003	8.4800e-004
tblVehicleEF	SBUS	4.3740e-003	0.01
tblVehicleEF	SBUS	4.3740e-003	0.01
tblVehicleEF	SBUS	2.47	0.09
tblVehicleEF	SBUS	0.13	0.18
tblVehicleEF	SBUS	0.62	20.81
tblVehicleEF	SBUS	1.37	8.77
tblVehicleEF	SBUS	1.32	0.59
tblVehicleEF	SBUS	1.93	0.72
tblVehicleEF	SBUS	4.1200e-004	2.6010e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	8.1380e-003	4.2820e-003
tblVehicleEF	SBUS	5.5000e-005	1.3600e-004
tblVehicleEF	SBUS	7.4000e-004	0.78
tblVehicleEF	SBUS	0.23	2.11
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	7.4000e-004	0.78

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	SBUS	0.33	3.04
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.03	0.08
tblVehicleEF	SBUS	0.05	0.46
tblVehicleEF	SBUS	1.1980e-003	8.2300e-004
tblVehicleEF	SBUS	3.4260e-003	0.01
tblVehicleEF	SBUS	2.46	0.09
tblVehicleEF	SBUS	2.46	0.09
tblVehicleEF	SBUS	0.14	0.18
tblVehicleEF	SBUS	0.14	0.18
tblVehicleEF	SBUS	0.40	20.72
tblVehicleEF	SBUS	0.40	20.93
tblVehicleEF	SBUS	1.32	8.42
tblVehicleEF	SBUS	1.25	0.56
tblVehicleEF	SBUS	1.93	0.71
tblVehicleEF	SBUS	3.6200e-004	2.2800e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	8.1380e-003	4.2820e-003
tblVehicleEF	SBUS	5.5000e-005	1.3600e-004
tblVehicleEF	SBUS	2.0380e-003	0.96
tblVehicleEF	SBUS	0.23	2.12
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	2.0380e-003	0.96
tblVehicleEF	SBUS	0.33	3.05
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	1.45	9.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	SBUS	1.34	0.60
tblVehicleEF	SBUS	1.93	0.73
tblVehicleEF	SBUS	4.8300e-004	3.0440e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	8.1380e-003	4.2820e-003
tblVehicleEF	SBUS	5.5000e-005	1.3600e-004
tblVehicleEF	SBUS	3.0600e-004	0.75
tblVehicleEF	SBUS	0.23	2.10
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.03	0.08
tblVehicleEF	SBUS	3.0600e-004	0.75
tblVehicleEF	SBUS	0.32	3.03
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.03	0.09
tblVehicleEF	UBUS	0.04	2.8350e-003
tblVehicleEF	UBUS	0.04	2.8350e-003
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.00	0.07
tblVehicleEF	UBUS	0.21	0.22
tblVehicleEF	UBUS	2.97	0.00
tblVehicleEF	UBUS	0.46	0.33
tblVehicleEF	UBUS	0.28	0.00
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.6360e-003	6.2200e-003
tblVehicleEF	UBUS	3.4200e-004	0.00
tblVehicleEF	UBUS	1.4600e-003	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.16	0.00
tblVehicleEF	UBUS	1.4600e-003	0.00
tblVehicleEF	UBUS	0.05	0.07
tblVehicleEF	UBUS	0.17	0.00
tblVehicleEF	UBUS	0.04	2.8350e-003
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.00	0.07
tblVehicleEF	UBUS	0.00	0.07
tblVehicleEF	UBUS	0.22	0.22
tblVehicleEF	UBUS	0.22	0.22
tblVehicleEF	UBUS	2.25	0.00
tblVehicleEF	UBUS	2.25	0.00
tblVehicleEF	UBUS	0.45	0.33
tblVehicleEF	UBUS	0.26	0.00
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.6360e-003	6.2200e-003
tblVehicleEF	UBUS	3.4200e-004	0.00
tblVehicleEF	UBUS	4.3320e-003	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.13	0.00
tblVehicleEF	UBUS	4.3320e-003	0.00
tblVehicleEF	UBUS	0.06	0.07
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	0.47	0.33
tblVehicleEF	UBUS	0.30	0.00
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	UBUS	4.6360e-003	6.2200e-003
tblVehicleEF	UBUS	3.4200e-004	0.00
tblVehicleEF	UBUS	5.0200e-004	0.00
tblVehicleEF	UBUS	0.01	0.06
tblVehicleEF	UBUS	0.17	0.00
tblVehicleEF	UBUS	5.0200e-004	0.00
tblVehicleEF	UBUS	0.05	0.07
tblVehicleEF	UBUS	0.19	0.00
tblVehicleTrips	CC_TL	6.60	4.28
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CC_TL	6.60	47.40
tblVehicleTrips	CNW_TL	6.60	4.28
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	47.40
tblVehicleTrips	CW_TL	14.70	4.28
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	CW_TL	14.70	47.40
tblVehicleTrips	ST_TR	10.71	2.37
tblVehicleTrips	ST_TR	1.96	136.12
tblVehicleTrips	ST_TR	0.00	8.98
tblVehicleTrips	ST_TR	3.35	0.00
tblVehicleTrips	SU_TR	10.71	2.37
tblVehicleTrips	SU_TR	2.19	136.12
tblVehicleTrips	SU_TR	0.00	8.98
tblVehicleTrips	SU_TR	3.35	0.00
tblVehicleTrips	WD_TR	10.71	2.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	WD_TR	0.78	136.12
tblVehicleTrips	WD_TR	33.98	8.98
tblVehicleTrips	WD_TR	3.35	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.9916	27.9895	27.0932	0.0689	19.8869	1.1321	20.9748	10.1634	1.0416	11.1643	0.0000	6,874.9528	6,874.9528	1.9480	0.3321	6,990.4380
2026	2.4378	17.5846	25.2396	0.0679	3.4173	0.5651	3.9824	0.9184	0.5317	1.4502	0.0000	6,768.3229	6,768.3229	0.6553	0.3229	6,880.9148
2027	45.2353	17.3913	24.7301	0.0669	3.4173	0.5632	3.9806	0.9185	0.5300	1.4484	0.0000	6,665.2654	6,665.2654	0.7166	0.3138	6,775.0367
2028	45.2244	1.2236	3.2265	7.4200e-003	0.5748	0.0538	0.6286	0.1524	0.0536	0.2061	0.0000	731.2010	731.2010	0.0234	9.2500e-003	734.5410
Maximum	**45.2353**	**27.9895**	**27.0932**	**0.0689**	**19.8869**	**1.1321**	**20.9748**	**10.1634**	**1.0416**	**11.1643**	**0.0000**	**6,874.9528**	**6,874.9528**	**1.9480**	**0.3321**	**6,990.4380**

56 Acre Master Plan - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.9916	27.9895	27.0932	0.0689	19.8869	1.1321	20.9748	10.1634	1.0416	11.1643	0.0000	6,874.9528	6,874.9528	1.9480	0.3321	6,990.4380
2026	2.4378	17.5846	25.2396	0.0679	3.4173	0.5651	3.9824	0.9184	0.5317	1.4502	0.0000	6,768.3229	6,768.3229	0.6553	0.3229	6,880.9148
2027	45.2353	17.3913	24.7301	0.0669	3.4173	0.5632	3.9806	0.9185	0.5300	1.4484	0.0000	6,665.2654	6,665.2654	0.7166	0.3138	6,775.0367
2028	45.2244	1.2236	3.2265	7.4200e-003	0.5748	0.0538	0.6286	0.1524	0.0536	0.2061	0.0000	731.2010	731.2010	0.0234	9.2500e-003	734.5410
Maximum	**45.2353**	**27.9895**	**27.0932**	**0.0689**	**19.8869**	**1.1321**	**20.9748**	**10.1634**	**1.0416**	**11.1643**	**0.0000**	**6,874.9528**	**6,874.9528**	**1.9480**	**0.3321**	**6,990.4380**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3377	6.9000e-004	0.0767	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1654	0.1654	4.3000e-004		0.1761
Energy	0.0431	0.3915	0.3289	2.3500e-003		0.0298	0.0298		0.0298	0.0298		469.7826	469.7826	9.0000e-003	8.6100e-003	472.5743
Mobile	4.7915	1.3331	23.9816	0.0116	1.3444	9.1400e-003	1.3536	0.3885	6.3100e-003	0.3948		1,179.7186	1,179.7186	0.1399	0.0742	1,205.3348
Total	**9.1722**	**1.7253**	**24.3871**	**0.0140**	**1.3444**	**0.0392**	**1.3836**	**0.3885**	**0.0363**	**0.4248**		**1,649.6667**	**1,649.6667**	**0.1493**	**0.0828**	**1,678.0852**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3377	6.9000e-004	0.0767	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1654	0.1654	4.3000e-004		0.1761
Energy	0.0431	0.3915	0.3289	2.3500e-003		0.0298	0.0298		0.0298	0.0298		469.7826	469.7826	9.0000e-003	8.6100e-003	472.5743
Mobile	4.7915	1.3331	23.9816	0.0116	1.3444	9.1400e-003	1.3536	0.3885	6.3100e-003	0.3948		1,179.7186	1,179.7186	0.1399	0.0742	1,205.3348
Total	**9.1722**	**1.7253**	**24.3871**	**0.0140**	**1.3444**	**0.0392**	**1.3836**	**0.3885**	**0.0363**	**0.4248**		**1,649.6667**	**1,649.6667**	**0.1493**	**0.0828**	**1,678.0852**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2025	1/9/2025	5	7	
2	Grading	Grading	1/10/2025	1/29/2025	5	14	
3	Building Construction	Building Construction	1/30/2025	10/6/2027	5	700	
4	Paving	Paving	10/7/2027	11/24/2027	5	35	
5	Architectural Coating	Architectural Coating	11/25/2027	1/12/2028	5	35	

Acres of Grading (Site Preparation Phase): 10.5

Acres of Grading (Grading Phase): 42

Acres of Paving: 5.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 226,430; Non-Residential Outdoor: 75,477; Striped Parking Area: 14,808 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	225.00	89.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	45.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**19.6570**	**1.0868**	**20.7438**	**10.1025**	**0.9999**	**11.1023**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0813	0.0420	0.6859	1.9400e-003	0.2299	1.1000e-003	0.2310	0.0610	1.0200e-003	0.0620		196.3522	196.3522	4.2700e-003	4.4100e-003	197.7737
Total	**0.0813**	**0.0420**	**0.6859**	**1.9400e-003**	**0.2299**	**1.1000e-003**	**0.2310**	**0.0610**	**1.0200e-003**	**0.0620**		**196.3522**	**196.3522**	**4.2700e-003**	**4.4100e-003**	**197.7737**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**19.6570**	**1.0868**	**20.7438**	**10.1025**	**0.9999**	**11.1023**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0813	0.0420	0.6859	1.9400e-003	0.2299	1.1000e-003	0.2310	0.0610	1.0200e-003	0.0620		196.3522	196.3522	4.2700e-003	4.4100e-003	197.7737
Total	**0.0813**	**0.0420**	**0.6859**	**1.9400e-003**	**0.2299**	**1.1000e-003**	**0.2310**	**0.0610**	**1.0200e-003**	**0.0620**		**196.3522**	**196.3522**	**4.2700e-003**	**4.4100e-003**	**197.7737**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**9.2036**	**1.1309**	**10.3345**	**3.6538**	**1.0404**	**4.6942**		**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0903	0.0466	0.7621	2.1600e-003	0.2555	1.2300e-003	0.2567	0.0678	1.1300e-003	0.0689		218.1691	218.1691	4.7500e-003	4.9000e-003	219.7485
Total	**0.0903**	**0.0466**	**0.7621**	**2.1600e-003**	**0.2555**	**1.2300e-003**	**0.2567**	**0.0678**	**1.1300e-003**	**0.0689**		**218.1691**	**218.1691**	**4.7500e-003**	**4.9000e-003**	**219.7485**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**9.2036**	**1.1309**	**10.3345**	**3.6538**	**1.0404**	**4.6942**	**0.0000**	**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0903	0.0466	0.7621	2.1600e-003	0.2555	1.2300e-003	0.2567	0.0678	1.1300e-003	0.0689		218.1691	218.1691	4.7500e-003	4.9000e-003	219.7485
Total	**0.0903**	**0.0466**	**0.7621**	**2.1600e-003**	**0.2555**	**1.2300e-003**	**0.2567**	**0.0678**	**1.1300e-003**	**0.0689**		**218.1691**	**218.1691**	**4.7500e-003**	**4.9000e-003**	**219.7485**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1144	4.8025	1.1632	0.0177	0.5433	0.0257	0.5690	0.1563	0.0246	0.1809		1,864.0766	1,864.0766	6.0600e-003	0.2770	1,946.7693
Worker	1.0160	0.5246	8.5733	0.0243	2.8739	0.0138	2.8877	0.7621	0.0127	0.7749		2,454.4018	2,454.4018	0.0534	0.0551	2,472.1707
Total	**1.1304**	**5.3271**	**9.7365**	**0.0419**	**3.4172**	**0.0395**	**3.4567**	**0.9184**	**0.0373**	**0.9557**		**4,318.4784**	**4,318.4784**	**0.0595**	**0.3321**	**4,418.9399**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1144	4.8025	1.1632	0.0177	0.5433	0.0257	0.5690	0.1563	0.0246	0.1809		1,864.0766	1,864.0766	6.0600e-003	0.2770	1,946.7693
Worker	1.0160	0.5246	8.5733	0.0243	2.8739	0.0138	2.8877	0.7621	0.0127	0.7749		2,454.4018	2,454.4018	0.0534	0.0551	2,472.1707
Total	**1.1304**	**5.3271**	**9.7365**	**0.0419**	**3.4172**	**0.0395**	**3.4567**	**0.9184**	**0.0373**	**0.9557**		**4,318.4784**	**4,318.4784**	**0.0595**	**0.3321**	**4,418.9399**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1112	4.6419	1.1489	0.0174	0.5433	0.0245	0.5678	0.1563	0.0234	0.1797		1,832.2220	1,832.2220	5.8800e-003	0.2712	1,913.1728
Worker	0.9592	0.4731	8.0060	0.0235	2.8739	0.0131	2.8870	0.7621	0.0120	0.7742		2,379.6265	2,379.6265	0.0484	0.0517	2,396.2440
Total	**1.0704**	**5.1149**	**9.1550**	**0.0409**	**3.4173**	**0.0375**	**3.4548**	**0.9184**	**0.0355**	**0.9539**		**4,211.8485**	**4,211.8485**	**0.0543**	**0.3229**	**4,309.4168**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1112	4.6419	1.1489	0.0174	0.5433	0.0245	0.5678	0.1563	0.0234	0.1797		1,832.2220	1,832.2220	5.8800e-003	0.2712	1,913.1728
Worker	0.9592	0.4731	8.0060	0.0235	2.8739	0.0131	2.8870	0.7621	0.0120	0.7742		2,379.6265	2,379.6265	0.0484	0.0517	2,396.2440
Total	**1.0704**	**5.1149**	**9.1550**	**0.0409**	**3.4173**	**0.0375**	**3.4548**	**0.9184**	**0.0355**	**0.9539**		**4,211.8485**	**4,211.8485**	**0.0543**	**0.3229**	**4,309.4168**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1084	4.4930	1.1372	0.0170	0.5434	0.0234	0.5668	0.1563	0.0224	0.1787		1,797.8005	1,797.8005	5.7100e-003	0.2650	1,876.9215
Worker	0.9042	0.4286	7.5082	0.0229	2.8739	0.0123	2.8862	0.7621	0.0113	0.7734		2,310.9905	2,310.9905	0.0440	0.0488	2,326.6171
Total	**1.0125**	**4.9216**	**8.6454**	**0.0399**	**3.4173**	**0.0357**	**3.4530**	**0.9185**	**0.0337**	**0.9522**		**4,108.7910**	**4,108.7910**	**0.0497**	**0.3138**	**4,203.5386**

56 Acre Master Plan - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1084	4.4930	1.1372	0.0170	0.5434	0.0234	0.5668	0.1563	0.0224	0.1787		1,797.8005	1,797.8005	5.7100e-003	0.2650	1,876.9215
Worker	0.9042	0.4286	7.5082	0.0229	2.8739	0.0123	2.8862	0.7621	0.0113	0.7734		2,310.9905	2,310.9905	0.0440	0.0488	2,326.6171
Total	**1.0125**	**4.9216**	**8.6454**	**0.0399**	**3.4173**	**0.0357**	**3.4530**	**0.9185**	**0.0337**	**0.9522**		**4,108.7910**	**4,108.7910**	**0.0497**	**0.3138**	**4,203.5386**

56 Acre Master Plan - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.4155					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3306**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0603	0.0286	0.5006	1.5200e-003	0.1916	8.2000e-004	0.1924	0.0508	7.5000e-004	0.0516		154.0660	154.0660	2.9300e-003	3.2500e-003	155.1078
Total	**0.0603**	**0.0286**	**0.5006**	**1.5200e-003**	**0.1916**	**8.2000e-004**	**0.1924**	**0.0508**	**7.5000e-004**	**0.0516**		**154.0660**	**154.0660**	**2.9300e-003**	**3.2500e-003**	**155.1078**

56 Acre Master Plan - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.4155					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3306**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0603	0.0286	0.5006	1.5200e-003	0.1916	8.2000e-004	0.1924	0.0508	7.5000e-004	0.0516		154.0660	154.0660	2.9300e-003	3.2500e-003	155.1078
Total	**0.0603**	**0.0286**	**0.5006**	**1.5200e-003**	**0.1916**	**8.2000e-004**	**0.1924**	**0.0508**	**7.5000e-004**	**0.0516**		**154.0660**	**154.0660**	**2.9300e-003**	**3.2500e-003**	**155.1078**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.8836					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**45.0545**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1808	0.0857	1.5017	4.5700e-003	0.5748	2.4500e-003	0.5772	0.1524	2.2600e-003	0.1547		462.1981	462.1981	8.8000e-003	9.7500e-003	465.3234
Total	**0.1808**	**0.0857**	**1.5017**	**4.5700e-003**	**0.5748**	**2.4500e-003**	**0.5772**	**0.1524**	**2.2600e-003**	**0.1547**		**462.1981**	**462.1981**	**8.8000e-003**	**9.7500e-003**	**465.3234**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.8836					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**45.0545**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1808	0.0857	1.5017	4.5700e-003	0.5748	2.4500e-003	0.5772	0.1524	2.2600e-003	0.1547		462.1981	462.1981	8.8000e-003	9.7500e-003	465.3234
Total	**0.1808**	**0.0857**	**1.5017**	**4.5700e-003**	**0.5748**	**2.4500e-003**	**0.5772**	**0.1524**	**2.2600e-003**	**0.1547**		**462.1981**	**462.1981**	**8.8000e-003**	**9.7500e-003**	**465.3234**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.8836					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**45.0545**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1699	0.0781	1.4174	4.4500e-003	0.5748	2.2900e-003	0.5771	0.1524	2.1100e-003	0.1545		449.7530	449.7530	8.0300e-003	9.2500e-003	452.7092
Total	**0.1699**	**0.0781**	**1.4174**	**4.4500e-003**	**0.5748**	**2.2900e-003**	**0.5771**	**0.1524**	**2.1100e-003**	**0.1545**		**449.7530**	**449.7530**	**8.0300e-003**	**9.2500e-003**	**452.7092**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.8836					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**45.0545**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1699	0.0781	1.4174	4.4500e-003	0.5748	2.2900e-003	0.5771	0.1524	2.1100e-003	0.1545		449.7530	449.7530	8.0300e-003	9.2500e-003	452.7092
Total	**0.1699**	**0.0781**	**1.4174**	**4.4500e-003**	**0.5748**	**2.2900e-003**	**0.5771**	**0.1524**	**2.1100e-003**	**0.1545**		**449.7530**	**449.7530**	**8.0300e-003**	**9.2500e-003**	**452.7092**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.7915	1.3331	23.9816	0.0116	1.3444	9.1400e-003	1.3536	0.3885	6.3100e-003	0.3948		1,179.7186	1,179.7186	0.1399	0.0742	1,205.3348
Unmitigated	4.7915	1.3331	23.9816	0.0116	1.3444	9.1400e-003	1.3536	0.3885	6.3100e-003	0.3948		1,179.7186	1,179.7186	0.1399	0.0742	1,205.3348

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	58.28	58.28	58.28	66,406	66,406
Arena	165.90	165.90	165.90	189,037	189,037
City Park	449.20	449.20	449.20	311,318	311,318
Government (Civic Center)	224.50	224.50	224.50	125,601	125,601
Motel	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	897.87	897.87	897.87	692,362	692,362

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	4.28	4.28	4.28	0.00	81.00	19.00	66	28	6

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	4.28	4.28	4.28	0.00	81.00	19.00	66	28	6
City Park	2.60	2.60	2.60	33.00	48.00	19.00	66	28	6
Government (Civic Center)	2.60	2.60	2.60	75.00	20.00	5.00	50	34	16
Motel	47.40	47.40	47.40	19.00	62.00	19.00	58	38	4
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Arena	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
City Park	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
Government (Civic Center)	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
Motel	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108
Parking Lot	0.493892	0.059218	0.219804	0.141013	0.027602	0.005981	0.012190	0.004071	0.000638	0.000674	0.030860	0.000950	0.003108

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

56 Acre Master Plan - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0431	0.3915	0.3289	2.3500e-003		0.0298	0.0298		0.0298	0.0298		469.7826	469.7826	9.0000e-003	8.6100e-003	472.5743
NaturalGas Unmitigated	0.0431	0.3915	0.3289	2.3500e-003		0.0298	0.0298		0.0298	0.0298		469.7826	469.7826	9.0000e-003	8.6100e-003	472.5743

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	234.447	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.5820	27.5820	5.3000e-004	5.1000e-004	27.7459
Arena	667.397	7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.5173	78.5173	1.5000e-003	1.4400e-003	78.9839
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	1324.66	0.0143	0.1299	0.1091	7.8000e-004		9.8700e-003	9.8700e-003		9.8700e-003	9.8700e-003		155.8421	155.8421	2.9900e-003	2.8600e-003	156.7682
Motel	1766.65	0.0191	0.1732	0.1455	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.8412	207.8412	3.9800e-003	3.8100e-003	209.0763
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0431**	**0.3915**	**0.3289**	**2.3500e-003**		**0.0298**	**0.0298**		**0.0298**	**0.0298**		**469.7826**	**469.7826**	**9.0000e-003**	**8.6200e-003**	**472.5743**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	0.234447	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.5820	27.5820	5.3000e-004	5.1000e-004	27.7459
Arena	0.667397	7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.5173	78.5173	1.5000e-003	1.4400e-003	78.9839
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	1.32466	0.0143	0.1299	0.1091	7.8000e-004		9.8700e-003	9.8700e-003		9.8700e-003	9.8700e-003		155.8421	155.8421	2.9900e-003	2.8600e-003	156.7682
Motel	1.76665	0.0191	0.1732	0.1455	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.8412	207.8412	3.9800e-003	3.8100e-003	209.0763
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0431**	**0.3915**	**0.3289**	**2.3500e-003**		**0.0298**	**0.0298**		**0.0298**	**0.0298**		**469.7826**	**469.7826**	**9.0000e-003**	**8.6200e-003**	**472.5743**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.3377	6.9000e-004	0.0767	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1654	0.1654	4.3000e-004		0.1761
Unmitigated	4.3377	6.9000e-004	0.0767	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1654	0.1654	4.3000e-004		0.1761

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0055					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3252					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0200e-003	6.9000e-004	0.0767	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1654	0.1654	4.3000e-004		0.1761
Total	**4.3377**	**6.9000e-004**	**0.0767**	**1.0000e-005**		**2.7000e-004**	**2.7000e-004**		**2.7000e-004**	**2.7000e-004**		**0.1654**	**0.1654**	**4.3000e-004**		**0.1761**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0055					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3252					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0200e-003	6.9000e-004	0.0767	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1654	0.1654	4.3000e-004		0.1761
Total	**4.3377**	**6.9000e-004**	**0.0767**	**1.0000e-005**		**2.7000e-004**	**2.7000e-004**		**2.7000e-004**	**2.7000e-004**		**0.1654**	**0.1654**	**4.3000e-004**		**0.1761**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

56 Acre Master Plan - Multigenerational Center

El Dorado-Lake Tahoe County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Health Club	61.72	1000sqft	1.42	61,722.00	0
Recreational Swimming Pool	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	70
Climate Zone	14			**Operational Year**	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	535.7	**CH4 Intensity (lb/MWhr)**	0.026	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The GHG EFs are scaled using Liberty Utility's natural gas mix and internsity factor (published by TRPA) for the year 2018.

Land Use - Gross floor area of the Recreation center - 64.222 ksf (Including Aquatics facilities - 2.5 ksf)

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Demolition -

Grading -

Architectural Coating - SMAQMD recommends using paint with new VOC contents for archetectural coating. For the modeling, Nonflat Coating's VOC limit of 100 g/l is assumed.

Vehicle Trips - Daily VMT data provided by the traffic study

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Consumer Products -

Area Coating -

Water And Wastewater -

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.026
tblProjectCharacteristics	CO2IntensityFactor	0	535.7
tblProjectCharacteristics	N2OIntensityFactor	0	0.003
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleEF	HHD	0.02	0.25
tblVehicleEF	HHD	2.6220e-003	5.2630e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.76	0.18
tblVehicleEF	HHD	0.43	0.20
tblVehicleEF	HHD	0.03	39.17
tblVehicleEF	HHD	1,023.57	1,534.53

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	1,625.74	1,404.88
tblVehicleEF	HHD	0.39	0.02
tblVehicleEF	HHD	0.16	0.24
tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.98	41.71
tblVehicleEF	HHD	4.29	3.07
tblVehicleEF	HHD	3.06	2.99
tblVehicleEF	HHD	5.6820e-003	0.05
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.4360e-003	5.6530e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5850e-003	8.9570e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.2000e-005	3.0400e-003
tblVehicleEF	HHD	4.9100e-004	4.0000e-006
tblVehicleEF	HHD	0.41	2.84
tblVehicleEF	HHD	6.0000e-006	0.00
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	2.8000e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	9.6700e-003	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	1.2000e-005	3.0400e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	4.9100e-004	4.0000e-006
tblVehicleEF	HHD	0.47	3.36
tblVehicleEF	HHD	6.0000e-006	0.00
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	2.8000e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.26
tblVehicleEF	HHD	2.6320e-003	5.2700e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.66	0.18
tblVehicleEF	HHD	0.44	0.20
tblVehicleEF	HHD	0.03	38.40
tblVehicleEF	HHD	1,017.67	1,519.17
tblVehicleEF	HHD	1,625.75	1,404.88
tblVehicleEF	HHD	0.38	0.02
tblVehicleEF	HHD	0.16	0.24
tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.81	40.59
tblVehicleEF	HHD	4.13	2.94
tblVehicleEF	HHD	3.06	2.99
tblVehicleEF	HHD	4.8660e-003	0.04
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	4.6560e-003	4.8810e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5850e-003	8.9570e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.4000e-005	4.0700e-003
tblVehicleEF	HHD	5.4300e-004	4.0000e-006
tblVehicleEF	HHD	0.43	2.98
tblVehicleEF	HHD	1.4000e-005	0.00
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	2.7500e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	9.6140e-003	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	3.4000e-005	4.0700e-003
tblVehicleEF	HHD	5.4300e-004	4.0000e-006
tblVehicleEF	HHD	0.49	3.51
tblVehicleEF	HHD	1.4000e-005	0.00
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	2.7500e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.24
tblVehicleEF	HHD	2.6140e-003	5.2580e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.91	0.18
tblVehicleEF	HHD	0.43	0.20
tblVehicleEF	HHD	0.04	40.24
tblVehicleEF	HHD	1,031.73	1,555.74
tblVehicleEF	HHD	1,625.73	1,404.88
tblVehicleEF	HHD	0.39	0.02
tblVehicleEF	HHD	0.16	0.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.22	43.24
tblVehicleEF	HHD	4.34	3.10
tblVehicleEF	HHD	3.06	2.99
tblVehicleEF	HHD	6.8090e-003	0.05
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.5140e-003	6.7180e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5850e-003	8.9570e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.0000e-006	2.8940e-003
tblVehicleEF	HHD	4.9200e-004	4.0000e-006
tblVehicleEF	HHD	0.38	2.65
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	3.1500e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	9.7470e-003	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	5.0000e-006	2.8940e-003
tblVehicleEF	HHD	4.9200e-004	4.0000e-006
tblVehicleEF	HHD	0.44	3.14
tblVehicleEF	HHD	3.0000e-006	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	3.1500e-004	1.0000e-006
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	LDA	2.0210e-003	2.6200e-003
tblVehicleEF	LDA	0.05	0.08
tblVehicleEF	LDA	0.00	0.82
tblVehicleEF	LDA	0.60	0.04
tblVehicleEF	LDA	2.27	0.00
tblVehicleEF	LDA	247.75	244.91
tblVehicleEF	LDA	51.41	52.50
tblVehicleEF	LDA	4.4630e-003	6.0800e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.18	0.28
tblVehicleEF	LDA	0.04	8.0800e-003
tblVehicleEF	LDA	1.4900e-003	1.4340e-003
tblVehicleEF	LDA	1.7910e-003	2.1330e-003
tblVehicleEF	LDA	1.3730e-003	1.7560e-003
tblVehicleEF	LDA	1.6470e-003	1.8370e-003
tblVehicleEF	LDA	0.04	1.60
tblVehicleEF	LDA	0.09	0.12
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	7.7970e-003	0.01
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.22	0.37
tblVehicleEF	LDA	2.4010e-003	2.4220e-003
tblVehicleEF	LDA	4.9800e-004	5.2000e-004
tblVehicleEF	LDA	0.04	1.60
tblVehicleEF	LDA	0.09	0.12

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.24	0.41
tblVehicleEF	LDA	2.3190e-003	2.8440e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.00	1.12
tblVehicleEF	LDA	0.72	0.04
tblVehicleEF	LDA	1.74	0.00
tblVehicleEF	LDA	269.38	244.17
tblVehicleEF	LDA	50.39	51.42
tblVehicleEF	LDA	4.1150e-003	5.5460e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.16	0.24
tblVehicleEF	LDA	0.04	8.0800e-003
tblVehicleEF	LDA	1.4900e-003	1.4340e-003
tblVehicleEF	LDA	1.7910e-003	2.1330e-003
tblVehicleEF	LDA	1.3730e-003	1.7560e-003
tblVehicleEF	LDA	1.6470e-003	1.8370e-003
tblVehicleEF	LDA	0.12	2.26
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.07	0.03
tblVehicleEF	LDA	8.7420e-003	0.01
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.17	0.29
tblVehicleEF	LDA	2.6110e-003	2.4150e-003
tblVehicleEF	LDA	4.8900e-004	5.0900e-004
tblVehicleEF	LDA	0.12	2.26

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.07	0.03
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.19	0.32
tblVehicleEF	LDA	1.9200e-003	2.5250e-003
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.00	0.76
tblVehicleEF	LDA	0.58	0.04
tblVehicleEF	LDA	2.67	0.00
tblVehicleEF	LDA	242.38	244.18
tblVehicleEF	LDA	52.15	53.25
tblVehicleEF	LDA	4.6770e-003	6.4250e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.19	0.30
tblVehicleEF	LDA	0.04	8.0800e-003
tblVehicleEF	LDA	1.4900e-003	1.4340e-003
tblVehicleEF	LDA	1.7910e-003	2.1330e-003
tblVehicleEF	LDA	1.3730e-003	1.7560e-003
tblVehicleEF	LDA	1.6470e-003	1.8370e-003
tblVehicleEF	LDA	0.01	1.43
tblVehicleEF	LDA	0.09	0.12
tblVehicleEF	LDA	8.8240e-003	1.4510e-003
tblVehicleEF	LDA	7.5100e-003	0.01
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.25	0.42
tblVehicleEF	LDA	2.3490e-003	2.4150e-003
tblVehicleEF	LDA	5.0600e-004	5.2700e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDA	0.01	1.43
tblVehicleEF	LDA	0.09	0.12
tblVehicleEF	LDA	8.8240e-003	1.4510e-003
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.27	0.46
tblVehicleEF	LDT1	5.3240e-003	8.1190e-003
tblVehicleEF	LDT1	0.09	0.15
tblVehicleEF	LDT1	0.00	1.87
tblVehicleEF	LDT1	1.18	0.04
tblVehicleEF	LDT1	2.66	0.00
tblVehicleEF	LDT1	306.97	310.60
tblVehicleEF	LDT1	66.37	68.35
tblVehicleEF	LDT1	7.7090e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.10	0.17
tblVehicleEF	LDT1	0.31	0.54
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	1.9650e-003	2.2410e-003
tblVehicleEF	LDT1	2.6990e-003	3.8680e-003
tblVehicleEF	LDT1	1.8090e-003	2.2650e-003
tblVehicleEF	LDT1	2.4820e-003	2.7540e-003
tblVehicleEF	LDT1	0.15	4.11
tblVehicleEF	LDT1	0.27	0.31
tblVehicleEF	LDT1	0.09	0.04
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.48	0.87
tblVehicleEF	LDT1	2.9760e-003	3.0740e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT1	6.4300e-004	6.7600e-004
tblVehicleEF	LDT1	0.15	4.11
tblVehicleEF	LDT1	0.27	0.31
tblVehicleEF	LDT1	0.09	0.04
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.52	0.95
tblVehicleEF	LDT1	6.0510e-003	8.7930e-003
tblVehicleEF	LDT1	0.07	0.12
tblVehicleEF	LDT1	0.00	2.47
tblVehicleEF	LDT1	1.39	0.04
tblVehicleEF	LDT1	2.03	0.00
tblVehicleEF	LDT1	329.22	309.77
tblVehicleEF	LDT1	65.00	66.90
tblVehicleEF	LDT1	7.0170e-003	9.4050e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.09	0.14
tblVehicleEF	LDT1	0.28	0.48
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	1.9650e-003	2.2410e-003
tblVehicleEF	LDT1	2.6990e-003	3.8680e-003
tblVehicleEF	LDT1	1.8090e-003	2.2650e-003
tblVehicleEF	LDT1	2.4820e-003	2.7540e-003
tblVehicleEF	LDT1	0.46	5.93
tblVehicleEF	LDT1	0.34	0.32
tblVehicleEF	LDT1	0.22	0.07
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.37	0.68

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT1	3.1920e-003	3.0650e-003
tblVehicleEF	LDT1	6.3000e-004	6.6200e-004
tblVehicleEF	LDT1	0.46	5.93
tblVehicleEF	LDT1	0.34	0.32
tblVehicleEF	LDT1	0.22	0.07
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.41	0.75
tblVehicleEF	LDT1	5.0800e-003	7.8400e-003
tblVehicleEF	LDT1	0.10	0.17
tblVehicleEF	LDT1	0.00	1.74
tblVehicleEF	LDT1	1.15	0.04
tblVehicleEF	LDT1	3.13	0.00
tblVehicleEF	LDT1	301.43	309.85
tblVehicleEF	LDT1	67.36	69.33
tblVehicleEF	LDT1	8.1300e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.11	0.19
tblVehicleEF	LDT1	0.34	0.59
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	1.9650e-003	2.2410e-003
tblVehicleEF	LDT1	2.6990e-003	3.8680e-003
tblVehicleEF	LDT1	1.8090e-003	2.2650e-003
tblVehicleEF	LDT1	2.4820e-003	2.7540e-003
tblVehicleEF	LDT1	0.04	3.60
tblVehicleEF	LDT1	0.28	0.33
tblVehicleEF	LDT1	0.03	3.9370e-003
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.17	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT1	0.54	0.99
tblVehicleEF	LDT1	2.9220e-003	3.0660e-003
tblVehicleEF	LDT1	6.5300e-004	6.8600e-004
tblVehicleEF	LDT1	0.04	3.60
tblVehicleEF	LDT1	0.28	0.33
tblVehicleEF	LDT1	0.03	3.9370e-003
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.17	0.20
tblVehicleEF	LDT1	0.60	1.09
tblVehicleEF	LDT2	4.1340e-003	3.1630e-003
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	0.00	0.97
tblVehicleEF	LDT2	0.97	0.04
tblVehicleEF	LDT2	3.15	0.00
tblVehicleEF	LDT2	332.07	345.49
tblVehicleEF	LDT2	72.07	76.14
tblVehicleEF	LDT2	7.3900e-003	0.01
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.35	0.41
tblVehicleEF	LDT2	0.04	9.7250e-003
tblVehicleEF	LDT2	1.5570e-003	1.4450e-003
tblVehicleEF	LDT2	1.9590e-003	2.2230e-003
tblVehicleEF	LDT2	1.4330e-003	1.7190e-003
tblVehicleEF	LDT2	1.8010e-003	1.9390e-003
tblVehicleEF	LDT2	0.09	1.73
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.02	0.01

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT2	0.08	0.11
tblVehicleEF	LDT2	0.42	0.49
tblVehicleEF	LDT2	3.2190e-003	3.4180e-003
tblVehicleEF	LDT2	6.9900e-004	7.5300e-004
tblVehicleEF	LDT2	0.09	1.73
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.08	0.11
tblVehicleEF	LDT2	0.46	0.53
tblVehicleEF	LDT2	4.6930e-003	3.4320e-003
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.00	1.28
tblVehicleEF	LDT2	1.14	0.04
tblVehicleEF	LDT2	2.41	0.00
tblVehicleEF	LDT2	353.44	344.68
tblVehicleEF	LDT2	70.57	74.53
tblVehicleEF	LDT2	6.7620e-003	9.5910e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.31	0.36
tblVehicleEF	LDT2	0.04	9.7250e-003
tblVehicleEF	LDT2	1.5570e-003	1.4450e-003
tblVehicleEF	LDT2	1.9590e-003	2.2230e-003
tblVehicleEF	LDT2	1.4330e-003	1.7190e-003
tblVehicleEF	LDT2	1.8010e-003	1.9390e-003
tblVehicleEF	LDT2	0.27	2.35
tblVehicleEF	LDT2	0.21	0.23
tblVehicleEF	LDT2	0.15	0.06

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.33	0.38
tblVehicleEF	LDT2	3.4260e-003	3.4100e-003
tblVehicleEF	LDT2	6.8400e-004	7.3800e-004
tblVehicleEF	LDT2	0.27	2.35
tblVehicleEF	LDT2	0.21	0.23
tblVehicleEF	LDT2	0.15	0.06
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.36	0.42
tblVehicleEF	LDT2	3.9400e-003	3.0480e-003
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.00	0.90
tblVehicleEF	LDT2	0.94	0.04
tblVehicleEF	LDT2	3.70	0.00
tblVehicleEF	LDT2	326.74	344.73
tblVehicleEF	LDT2	73.15	77.25
tblVehicleEF	LDT2	7.7750e-003	0.01
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.38	0.45
tblVehicleEF	LDT2	0.04	9.7250e-003
tblVehicleEF	LDT2	1.5570e-003	1.4450e-003
tblVehicleEF	LDT2	1.9590e-003	2.2230e-003
tblVehicleEF	LDT2	1.4330e-003	1.7190e-003
tblVehicleEF	LDT2	1.8010e-003	1.9390e-003
tblVehicleEF	LDT2	0.03	1.57
tblVehicleEF	LDT2	0.19	0.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT2	0.02	3.0500e-003
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.48	0.55
tblVehicleEF	LDT2	3.1670e-003	3.4100e-003
tblVehicleEF	LDT2	7.0900e-004	7.6400e-004
tblVehicleEF	LDT2	0.03	1.57
tblVehicleEF	LDT2	0.19	0.24
tblVehicleEF	LDT2	0.02	3.0500e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.53	0.60
tblVehicleEF	LHD1	3.8970e-003	0.05
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.16	1.34
tblVehicleEF	LHD1	1.42	0.09
tblVehicleEF	LHD1	1.01	2.18
tblVehicleEF	LHD1	9.69	9.48
tblVehicleEF	LHD1	762.97	799.85
tblVehicleEF	LHD1	9.19	11.50
tblVehicleEF	LHD1	1.0100e-003	8.6900e-004
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.10	1.32
tblVehicleEF	LHD1	2.08	1.82
tblVehicleEF	LHD1	0.26	0.31
tblVehicleEF	LHD1	1.1550e-003	0.02
tblVehicleEF	LHD1	0.08	0.08

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	2.6000e-004	2.2800e-004
tblVehicleEF	LHD1	1.1050e-003	9.1200e-004
tblVehicleEF	LHD1	2.5610e-003	2.4990e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3900e-004	3.4700e-004
tblVehicleEF	LHD1	2.3960e-003	1.83
tblVehicleEF	LHD1	0.09	0.13
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	9.3000e-004	6.7800e-004
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.37	0.59
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	9.3000e-005	9.2000e-005
tblVehicleEF	LHD1	7.4080e-003	7.7890e-003
tblVehicleEF	LHD1	9.1000e-005	1.1400e-004
tblVehicleEF	LHD1	2.3960e-003	1.83
tblVehicleEF	LHD1	0.09	0.13
tblVehicleEF	LHD1	0.03	0.36
tblVehicleEF	LHD1	9.3000e-004	6.7800e-004
tblVehicleEF	LHD1	0.19	0.23
tblVehicleEF	LHD1	0.37	0.59
tblVehicleEF	LHD1	0.08	0.10
tblVehicleEF	LHD1	3.9130e-003	0.05
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.16	1.38
tblVehicleEF	LHD1	1.46	0.09

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	0.90	2.18
tblVehicleEF	LHD1	9.69	9.48
tblVehicleEF	LHD1	763.03	800.00
tblVehicleEF	LHD1	9.00	11.12
tblVehicleEF	LHD1	1.0130e-003	8.7200e-004
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.10	1.32
tblVehicleEF	LHD1	1.96	1.72
tblVehicleEF	LHD1	0.24	0.29
tblVehicleEF	LHD1	1.1550e-003	0.02
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	2.6000e-004	2.2800e-004
tblVehicleEF	LHD1	1.1050e-003	9.1200e-004
tblVehicleEF	LHD1	2.5610e-003	2.4990e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3900e-004	3.4700e-004
tblVehicleEF	LHD1	7.0290e-003	2.50
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	2.2240e-003	1.2230e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.36	0.55
tblVehicleEF	LHD1	0.07	0.08
tblVehicleEF	LHD1	9.3000e-005	9.2000e-005
tblVehicleEF	LHD1	7.4090e-003	7.7900e-003
tblVehicleEF	LHD1	8.9000e-005	1.1000e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	7.0290e-003	2.50
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.03	0.36
tblVehicleEF	LHD1	2.2240e-003	1.2230e-003
tblVehicleEF	LHD1	0.20	0.23
tblVehicleEF	LHD1	0.36	0.55
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	3.8870e-003	0.05
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.16	1.32
tblVehicleEF	LHD1	1.40	0.09
tblVehicleEF	LHD1	1.08	2.18
tblVehicleEF	LHD1	9.69	9.48
tblVehicleEF	LHD1	762.92	799.74
tblVehicleEF	LHD1	9.32	11.70
tblVehicleEF	LHD1	1.0080e-003	8.6700e-004
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.10	1.32
tblVehicleEF	LHD1	2.10	1.84
tblVehicleEF	LHD1	0.28	0.33
tblVehicleEF	LHD1	1.1550e-003	0.02
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	2.6000e-004	2.2800e-004
tblVehicleEF	LHD1	1.1050e-003	9.1200e-004
tblVehicleEF	LHD1	2.5610e-003	2.4990e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3900e-004	3.4700e-004
tblVehicleEF	LHD1	7.1000e-004	1.64
tblVehicleEF	LHD1	0.10	0.15
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	3.1700e-004	8.0000e-005
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.41	0.65
tblVehicleEF	LHD1	0.08	0.10
tblVehicleEF	LHD1	9.3000e-005	9.2000e-005
tblVehicleEF	LHD1	7.4080e-003	7.7880e-003
tblVehicleEF	LHD1	9.2000e-005	1.1600e-004
tblVehicleEF	LHD1	7.1000e-004	1.64
tblVehicleEF	LHD1	0.10	0.15
tblVehicleEF	LHD1	0.03	0.36
tblVehicleEF	LHD1	3.1700e-004	8.0000e-005
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	0.41	0.65
tblVehicleEF	LHD1	0.09	0.11
tblVehicleEF	LHD2	1.8220e-003	0.02
tblVehicleEF	LHD2	8.2350e-003	9.0000e-003
tblVehicleEF	LHD2	4.7120e-003	5.1890e-003
tblVehicleEF	LHD2	0.11	0.63
tblVehicleEF	LHD2	0.86	0.15
tblVehicleEF	LHD2	0.34	1.34
tblVehicleEF	LHD2	16.04	15.20
tblVehicleEF	LHD2	721.68	769.54
tblVehicleEF	LHD2	4.06	6.64
tblVehicleEF	LHD2	2.2840e-003	2.0090e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	7.6360e-003	0.01
tblVehicleEF	LHD2	0.15	1.89
tblVehicleEF	LHD2	1.86	1.54
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.7450e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	7.0000e-005	4.3000e-005
tblVehicleEF	LHD2	1.6690e-003	1.4780e-003
tblVehicleEF	LHD2	2.8250e-003	2.7500e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.4000e-005	1.2300e-004
tblVehicleEF	LHD2	5.4400e-004	0.42
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.01	0.16
tblVehicleEF	LHD2	2.3400e-004	2.6200e-004
tblVehicleEF	LHD2	0.15	0.18
tblVehicleEF	LHD2	0.07	0.15
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.5200e-004	1.4500e-004
tblVehicleEF	LHD2	6.9100e-003	7.4040e-003
tblVehicleEF	LHD2	4.0000e-005	6.6000e-005
tblVehicleEF	LHD2	5.4400e-004	0.42
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.02	0.20
tblVehicleEF	LHD2	2.3400e-004	2.6200e-004
tblVehicleEF	LHD2	0.18	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	0.07	0.15
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.8280e-003	0.02
tblVehicleEF	LHD2	8.2950e-003	9.0440e-003
tblVehicleEF	LHD2	4.3730e-003	4.8250e-003
tblVehicleEF	LHD2	0.11	0.64
tblVehicleEF	LHD2	0.86	0.15
tblVehicleEF	LHD2	0.30	1.34
tblVehicleEF	LHD2	16.04	15.20
tblVehicleEF	LHD2	721.69	769.57
tblVehicleEF	LHD2	4.00	6.48
tblVehicleEF	LHD2	2.2850e-003	2.0110e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	7.2480e-003	0.01
tblVehicleEF	LHD2	0.15	1.89
tblVehicleEF	LHD2	1.77	1.46
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	1.7450e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	7.0000e-005	4.3000e-005
tblVehicleEF	LHD2	1.6690e-003	1.4780e-003
tblVehicleEF	LHD2	2.8250e-003	2.7500e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.4000e-005	1.2300e-004
tblVehicleEF	LHD2	1.5620e-003	0.56
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.16

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	5.4600e-004	4.5700e-004
tblVehicleEF	LHD2	0.15	0.18
tblVehicleEF	LHD2	0.07	0.14
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.5200e-004	1.4500e-004
tblVehicleEF	LHD2	6.9100e-003	7.4040e-003
tblVehicleEF	LHD2	4.0000e-005	6.4000e-005
tblVehicleEF	LHD2	1.5620e-003	0.56
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.20
tblVehicleEF	LHD2	5.4600e-004	4.5700e-004
tblVehicleEF	LHD2	0.18	0.20
tblVehicleEF	LHD2	0.07	0.14
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.8180e-003	0.02
tblVehicleEF	LHD2	8.1930e-003	8.9700e-003
tblVehicleEF	LHD2	4.9400e-003	5.4330e-003
tblVehicleEF	LHD2	0.11	0.63
tblVehicleEF	LHD2	0.85	0.15
tblVehicleEF	LHD2	0.36	1.34
tblVehicleEF	LHD2	16.04	15.20
tblVehicleEF	LHD2	721.67	769.51
tblVehicleEF	LHD2	4.10	6.72
tblVehicleEF	LHD2	2.2830e-003	2.0080e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	7.9540e-003	0.01
tblVehicleEF	LHD2	0.15	1.89
tblVehicleEF	LHD2	1.88	1.56
tblVehicleEF	LHD2	0.11	0.10

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	1.7450e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	7.0000e-005	4.3000e-005
tblVehicleEF	LHD2	1.6690e-003	1.4780e-003
tblVehicleEF	LHD2	2.8250e-003	2.7500e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.4000e-005	1.2300e-004
tblVehicleEF	LHD2	1.7500e-004	0.38
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.01	0.16
tblVehicleEF	LHD2	8.2000e-005	3.4000e-005
tblVehicleEF	LHD2	0.15	0.18
tblVehicleEF	LHD2	0.08	0.17
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.5200e-004	1.4500e-004
tblVehicleEF	LHD2	6.9100e-003	7.4040e-003
tblVehicleEF	LHD2	4.1000e-005	6.7000e-005
tblVehicleEF	LHD2	1.7500e-004	0.38
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.02	0.20
tblVehicleEF	LHD2	8.2000e-005	3.4000e-005
tblVehicleEF	LHD2	0.18	0.20
tblVehicleEF	LHD2	0.08	0.17
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	MCY	0.36	0.22
tblVehicleEF	MCY	0.28	0.24
tblVehicleEF	MCY	0.00	17.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MCY	21.89	8.4200e-003
tblVehicleEF	MCY	9.74	0.00
tblVehicleEF	MCY	216.40	223.35
tblVehicleEF	MCY	65.63	73.13
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.21	0.74
tblVehicleEF	MCY	0.28	0.19
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0160e-003	1.9560e-003
tblVehicleEF	MCY	3.1380e-003	3.5930e-003
tblVehicleEF	MCY	1.8900e-003	2.0980e-003
tblVehicleEF	MCY	2.9630e-003	3.3090e-003
tblVehicleEF	MCY	1.16	5.50
tblVehicleEF	MCY	0.95	0.81
tblVehicleEF	MCY	0.54	0.19
tblVehicleEF	MCY	2.54	1.53
tblVehicleEF	MCY	1.03	0.83
tblVehicleEF	MCY	2.24	1.88
tblVehicleEF	MCY	2.1410e-003	2.2100e-003
tblVehicleEF	MCY	6.4900e-004	7.2400e-004
tblVehicleEF	MCY	1.16	5.50
tblVehicleEF	MCY	0.95	0.81
tblVehicleEF	MCY	0.54	0.19
tblVehicleEF	MCY	3.09	1.80
tblVehicleEF	MCY	1.03	0.83
tblVehicleEF	MCY	2.43	2.05
tblVehicleEF	MCY	0.34	0.21
tblVehicleEF	MCY	0.22	0.19

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MCY	0.00	16.75
tblVehicleEF	MCY	20.77	8.4200e-003
tblVehicleEF	MCY	8.10	0.00
tblVehicleEF	MCY	214.12	217.02
tblVehicleEF	MCY	61.31	65.04
tblVehicleEF	MCY	0.06	0.07
tblVehicleEF	MCY	0.01	0.02
tblVehicleEF	MCY	1.02	0.62
tblVehicleEF	MCY	0.25	0.17
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0160e-003	1.9560e-003
tblVehicleEF	MCY	3.1380e-003	3.5930e-003
tblVehicleEF	MCY	1.8900e-003	2.0980e-003
tblVehicleEF	MCY	2.9630e-003	3.3090e-003
tblVehicleEF	MCY	3.88	9.23
tblVehicleEF	MCY	1.46	0.83
tblVehicleEF	MCY	1.61	0.33
tblVehicleEF	MCY	2.40	1.46
tblVehicleEF	MCY	0.99	0.76
tblVehicleEF	MCY	1.72	1.44
tblVehicleEF	MCY	2.1190e-003	2.1480e-003
tblVehicleEF	MCY	6.0700e-004	6.4400e-004
tblVehicleEF	MCY	3.88	9.23
tblVehicleEF	MCY	1.46	0.83
tblVehicleEF	MCY	1.61	0.33
tblVehicleEF	MCY	2.92	1.72
tblVehicleEF	MCY	0.99	0.76
tblVehicleEF	MCY	1.87	1.57
tblVehicleEF	MCY	0.37	0.22

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MCY	0.33	0.28
tblVehicleEF	MCY	0.00	18.05
tblVehicleEF	MCY	23.58	8.4200e-003
tblVehicleEF	MCY	11.09	0.00
tblVehicleEF	MCY	219.53	227.17
tblVehicleEF	MCY	69.05	77.44
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.29	0.78
tblVehicleEF	MCY	0.30	0.20
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0160e-003	1.9560e-003
tblVehicleEF	MCY	3.1380e-003	3.5930e-003
tblVehicleEF	MCY	1.8900e-003	2.0980e-003
tblVehicleEF	MCY	2.9630e-003	3.3090e-003
tblVehicleEF	MCY	0.25	4.51
tblVehicleEF	MCY	1.04	0.92
tblVehicleEF	MCY	0.13	0.01
tblVehicleEF	MCY	2.67	1.60
tblVehicleEF	MCY	1.19	0.97
tblVehicleEF	MCY	2.62	2.21
tblVehicleEF	MCY	2.1720e-003	2.2480e-003
tblVehicleEF	MCY	6.8300e-004	7.6600e-004
tblVehicleEF	MCY	0.25	4.51
tblVehicleEF	MCY	1.04	0.92
tblVehicleEF	MCY	0.13	0.01
tblVehicleEF	MCY	3.24	1.88
tblVehicleEF	MCY	1.19	0.97
tblVehicleEF	MCY	2.85	2.40

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	4.3610e-003	4.3240e-003
tblVehicleEF	MDV	0.09	0.13
tblVehicleEF	MDV	0.00	1.13
tblVehicleEF	MDV	0.97	0.03
tblVehicleEF	MDV	3.52	0.00
tblVehicleEF	MDV	400.27	409.93
tblVehicleEF	MDV	86.32	90.72
tblVehicleEF	MDV	9.2270e-003	0.01
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.39	0.55
tblVehicleEF	MDV	0.04	9.8980e-003
tblVehicleEF	MDV	1.6690e-003	1.5930e-003
tblVehicleEF	MDV	2.0180e-003	2.4250e-003
tblVehicleEF	MDV	1.5420e-003	1.9070e-003
tblVehicleEF	MDV	1.8560e-003	2.1470e-003
tblVehicleEF	MDV	0.10	2.25
tblVehicleEF	MDV	0.19	0.25
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.49	0.69
tblVehicleEF	MDV	3.8780e-003	4.0510e-003
tblVehicleEF	MDV	8.3700e-004	8.9800e-004
tblVehicleEF	MDV	0.10	2.25
tblVehicleEF	MDV	0.19	0.25
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.11

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	0.54	0.75
tblVehicleEF	MDV	4.9620e-003	4.6910e-003
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.00	1.50
tblVehicleEF	MDV	1.14	0.03
tblVehicleEF	MDV	2.68	0.00
tblVehicleEF	MDV	422.16	409.07
tblVehicleEF	MDV	84.61	88.79
tblVehicleEF	MDV	8.5790e-003	0.01
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.35	0.49
tblVehicleEF	MDV	0.04	9.8980e-003
tblVehicleEF	MDV	1.6690e-003	1.5930e-003
tblVehicleEF	MDV	2.0180e-003	2.4250e-003
tblVehicleEF	MDV	1.5420e-003	1.9070e-003
tblVehicleEF	MDV	1.8560e-003	2.1470e-003
tblVehicleEF	MDV	0.29	3.03
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	0.17	0.06
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.39	0.54
tblVehicleEF	MDV	4.0900e-003	4.0420e-003
tblVehicleEF	MDV	8.2000e-004	8.7900e-004
tblVehicleEF	MDV	0.29	3.03
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	0.17	0.06
tblVehicleEF	MDV	0.03	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.43	0.59
tblVehicleEF	MDV	4.1590e-003	4.1690e-003
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.00	1.05
tblVehicleEF	MDV	0.94	0.03
tblVehicleEF	MDV	4.14	0.00
tblVehicleEF	MDV	394.82	409.15
tblVehicleEF	MDV	87.55	92.05
tblVehicleEF	MDV	9.6230e-003	0.01
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.43	0.60
tblVehicleEF	MDV	0.04	9.8980e-003
tblVehicleEF	MDV	1.6690e-003	1.5930e-003
tblVehicleEF	MDV	2.0180e-003	2.4250e-003
tblVehicleEF	MDV	1.5420e-003	1.9070e-003
tblVehicleEF	MDV	1.8560e-003	2.1470e-003
tblVehicleEF	MDV	0.03	2.05
tblVehicleEF	MDV	0.20	0.25
tblVehicleEF	MDV	0.02	3.4740e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.56	0.78
tblVehicleEF	MDV	3.8250e-003	4.0430e-003
tblVehicleEF	MDV	8.4900e-004	9.1100e-004
tblVehicleEF	MDV	0.03	2.05
tblVehicleEF	MDV	0.20	0.25
tblVehicleEF	MDV	0.02	3.4740e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.62	0.85
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	1.12
tblVehicleEF	MH	1.32	0.08
tblVehicleEF	MH	2.03	0.00
tblVehicleEF	MH	1,556.51	1,571.75
tblVehicleEF	MH	17.47	19.72
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.17	2.05
tblVehicleEF	MH	0.24	0.29
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.2800e-004	2.5000e-004
tblVehicleEF	MH	3.3390e-003	3.3180e-003
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.1000e-004	2.9300e-004
tblVehicleEF	MH	0.75	3.05
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.22	0.17
tblVehicleEF	MH	0.09	0.09
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.7300e-004	1.9500e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MH	0.75	3.05
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.22	0.17
tblVehicleEF	MH	0.12	0.11
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	1.17
tblVehicleEF	MH	1.38	0.08
tblVehicleEF	MH	1.78	0.00
tblVehicleEF	MH	1,556.60	1,572.02
tblVehicleEF	MH	17.04	18.99
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.03	1.92
tblVehicleEF	MH	0.22	0.27
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.2800e-004	2.5000e-004
tblVehicleEF	MH	3.3390e-003	3.3180e-003
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.1000e-004	2.9300e-004
tblVehicleEF	MH	2.19	4.24
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.49	0.31
tblVehicleEF	MH	0.10	0.09
tblVehicleEF	MH	0.02	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MH	0.09	0.09
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.6900e-004	1.8800e-004
tblVehicleEF	MH	2.19	4.24
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.49	0.31
tblVehicleEF	MH	0.12	0.12
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.00	1.09
tblVehicleEF	MH	1.29	0.08
tblVehicleEF	MH	2.20	0.00
tblVehicleEF	MH	1,556.44	1,571.55
tblVehicleEF	MH	17.75	20.12
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.21	2.08
tblVehicleEF	MH	0.26	0.31
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.2800e-004	2.5000e-004
tblVehicleEF	MH	3.3390e-003	3.3180e-003
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.1000e-004	2.9300e-004
tblVehicleEF	MH	0.24	2.73
tblVehicleEF	MH	0.07	0.09

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MH	0.09	0.02
tblVehicleEF	MH	0.09	0.09
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.7600e-004	1.9900e-004
tblVehicleEF	MH	0.24	2.73
tblVehicleEF	MH	0.07	0.09
tblVehicleEF	MH	0.09	0.02
tblVehicleEF	MH	0.12	0.11
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.11	0.12
tblVehicleEF	MHD	3.3600e-003	0.03
tblVehicleEF	MHD	2.1250e-003	2.5480e-003
tblVehicleEF	MHD	8.8450e-003	3.7150e-003
tblVehicleEF	MHD	0.58	0.25
tblVehicleEF	MHD	0.27	0.20
tblVehicleEF	MHD	1.16	8.14
tblVehicleEF	MHD	139.17	142.79
tblVehicleEF	MHD	1,082.52	1,113.05
tblVehicleEF	MHD	8.62	11.86
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	6.2130e-003	7.9990e-003
tblVehicleEF	MHD	0.89	13.26
tblVehicleEF	MHD	1.79	1.09
tblVehicleEF	MHD	1.74	1.62
tblVehicleEF	MHD	7.3100e-004	0.02
tblVehicleEF	MHD	0.13	0.05

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	9.5570e-003	0.01
tblVehicleEF	MHD	1.1700e-004	5.0000e-005
tblVehicleEF	MHD	6.9900e-004	8.4100e-004
tblVehicleEF	MHD	9.1380e-003	8.0590e-003
tblVehicleEF	MHD	1.0700e-004	1.4300e-004
tblVehicleEF	MHD	4.3100e-004	0.25
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.02	0.30
tblVehicleEF	MHD	1.7600e-004	1.5400e-004
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3170e-003	1.3520e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.5000e-005	1.1700e-004
tblVehicleEF	MHD	4.3100e-004	0.25
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.03	0.37
tblVehicleEF	MHD	1.7600e-004	1.5400e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	3.1990e-003	0.03
tblVehicleEF	MHD	2.1860e-003	2.6160e-003
tblVehicleEF	MHD	8.1930e-003	3.4390e-003
tblVehicleEF	MHD	0.51	0.26
tblVehicleEF	MHD	0.28	0.20
tblVehicleEF	MHD	1.03	7.55
tblVehicleEF	MHD	139.17	143.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	1,082.53	1,113.08
tblVehicleEF	MHD	8.39	11.35
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	5.9090e-003	7.4930e-003
tblVehicleEF	MHD	0.88	12.96
tblVehicleEF	MHD	1.70	1.04
tblVehicleEF	MHD	1.73	1.61
tblVehicleEF	MHD	6.2300e-004	0.02
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	9.5570e-003	0.01
tblVehicleEF	MHD	1.1700e-004	5.0000e-005
tblVehicleEF	MHD	5.9600e-004	7.1500e-004
tblVehicleEF	MHD	9.1380e-003	8.0590e-003
tblVehicleEF	MHD	1.0700e-004	1.4300e-004
tblVehicleEF	MHD	1.2790e-003	0.39
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.30
tblVehicleEF	MHD	4.3400e-004	2.6700e-004
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3180e-003	1.3570e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.3000e-005	1.1200e-004
tblVehicleEF	MHD	1.2790e-003	0.39
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.36
tblVehicleEF	MHD	4.3400e-004	2.6700e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	3.5160e-003	0.03
tblVehicleEF	MHD	2.0810e-003	2.4990e-003
tblVehicleEF	MHD	9.2990e-003	3.9060e-003
tblVehicleEF	MHD	0.64	0.25
tblVehicleEF	MHD	0.27	0.20
tblVehicleEF	MHD	1.26	8.82
tblVehicleEF	MHD	139.27	142.32
tblVehicleEF	MHD	1,082.51	1,113.03
tblVehicleEF	MHD	8.77	12.14
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	6.4780e-003	8.3090e-003
tblVehicleEF	MHD	0.91	13.67
tblVehicleEF	MHD	1.81	1.11
tblVehicleEF	MHD	1.74	1.62
tblVehicleEF	MHD	8.8000e-004	0.03
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	9.5570e-003	0.01
tblVehicleEF	MHD	1.1700e-004	5.0000e-005
tblVehicleEF	MHD	8.4200e-004	1.0150e-003
tblVehicleEF	MHD	9.1380e-003	8.0590e-003
tblVehicleEF	MHD	1.0700e-004	1.4300e-004
tblVehicleEF	MHD	1.2800e-004	0.22
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.02	0.30
tblVehicleEF	MHD	5.8000e-005	2.0000e-005

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3180e-003	1.3480e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.7000e-005	1.2000e-004
tblVehicleEF	MHD	1.2800e-004	0.22
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.03	0.36
tblVehicleEF	MHD	5.8000e-005	2.0000e-005
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	OBUS	7.4360e-003	0.09
tblVehicleEF	OBUS	6.8750e-003	0.01
tblVehicleEF	OBUS	0.02	9.6100e-003
tblVehicleEF	OBUS	0.65	0.70
tblVehicleEF	OBUS	0.86	0.17
tblVehicleEF	OBUS	2.78	8.47
tblVehicleEF	OBUS	101.76	183.31
tblVehicleEF	OBUS	1,372.58	1,475.89
tblVehicleEF	OBUS	18.07	16.49
tblVehicleEF	OBUS	0.01	0.03
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.41	6.86
tblVehicleEF	OBUS	1.60	1.68
tblVehicleEF	OBUS	1.00	1.29
tblVehicleEF	OBUS	1.3800e-004	0.01

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	9.0190e-003	0.04
tblVehicleEF	OBUS	2.0400e-004	7.8000e-005
tblVehicleEF	OBUS	1.3200e-004	2.6200e-004
tblVehicleEF	OBUS	8.6140e-003	0.01
tblVehicleEF	OBUS	1.8800e-004	1.5500e-004
tblVehicleEF	OBUS	1.5930e-003	0.89
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.63
tblVehicleEF	OBUS	5.4800e-004	3.6800e-004
tblVehicleEF	OBUS	0.04	0.10
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.12	0.05
tblVehicleEF	OBUS	9.6700e-004	1.7370e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.7900e-004	1.6300e-004
tblVehicleEF	OBUS	1.5930e-003	0.89
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.07	0.80
tblVehicleEF	OBUS	5.4800e-004	3.6800e-004
tblVehicleEF	OBUS	0.06	0.13
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.13	0.06
tblVehicleEF	OBUS	7.5440e-003	0.09
tblVehicleEF	OBUS	7.1540e-003	0.01
tblVehicleEF	OBUS	0.02	8.8650e-003
tblVehicleEF	OBUS	0.65	0.72
tblVehicleEF	OBUS	0.90	0.17
tblVehicleEF	OBUS	2.43	8.31

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	100.55	181.01
tblVehicleEF	OBUS	1,372.64	1,475.96
tblVehicleEF	OBUS	17.48	15.82
tblVehicleEF	OBUS	0.01	0.03
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.39	6.59
tblVehicleEF	OBUS	1.51	1.60
tblVehicleEF	OBUS	0.98	1.28
tblVehicleEF	OBUS	1.2200e-004	0.01
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	9.0190e-003	0.04
tblVehicleEF	OBUS	2.0400e-004	7.8000e-005
tblVehicleEF	OBUS	1.1700e-004	2.3200e-004
tblVehicleEF	OBUS	8.6140e-003	0.01
tblVehicleEF	OBUS	1.8800e-004	1.5500e-004
tblVehicleEF	OBUS	4.4540e-003	1.34
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.65
tblVehicleEF	OBUS	1.1940e-003	6.5300e-004
tblVehicleEF	OBUS	0.04	0.10
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.11	0.05
tblVehicleEF	OBUS	9.5500e-004	1.7150e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.7300e-004	1.5700e-004
tblVehicleEF	OBUS	4.4540e-003	1.34
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.07	0.82

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	1.1940e-003	6.5300e-004
tblVehicleEF	OBUS	0.06	0.13
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.12	0.05
tblVehicleEF	OBUS	7.3080e-003	0.09
tblVehicleEF	OBUS	6.6770e-003	0.01
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.66	0.69
tblVehicleEF	OBUS	0.84	0.17
tblVehicleEF	OBUS	3.01	8.69
tblVehicleEF	OBUS	103.44	186.48
tblVehicleEF	OBUS	1,372.54	1,475.84
tblVehicleEF	OBUS	18.46	16.86
tblVehicleEF	OBUS	0.01	0.03
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.44	7.24
tblVehicleEF	OBUS	1.62	1.70
tblVehicleEF	OBUS	1.01	1.30
tblVehicleEF	OBUS	1.5900e-004	0.02
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	9.0190e-003	0.04
tblVehicleEF	OBUS	2.0400e-004	7.8000e-005
tblVehicleEF	OBUS	1.5200e-004	3.0200e-004
tblVehicleEF	OBUS	8.6140e-003	0.01
tblVehicleEF	OBUS	1.8800e-004	1.5500e-004
tblVehicleEF	OBUS	5.6800e-004	0.81
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.60

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	2.2000e-004	5.6000e-005
tblVehicleEF	OBUS	0.04	0.10
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.13	0.06
tblVehicleEF	OBUS	9.8300e-004	1.7670e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.8300e-004	1.6700e-004
tblVehicleEF	OBUS	5.6800e-004	0.81
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.07	0.76
tblVehicleEF	OBUS	2.2000e-004	5.6000e-005
tblVehicleEF	OBUS	0.06	0.13
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.14	0.06
tblVehicleEF	SBUS	0.02	0.42
tblVehicleEF	SBUS	0.01	9.4050e-003
tblVehicleEF	SBUS	3.4210e-003	0.02
tblVehicleEF	SBUS	1.31	0.98
tblVehicleEF	SBUS	0.85	0.12
tblVehicleEF	SBUS	0.63	17.91
tblVehicleEF	SBUS	329.50	320.63
tblVehicleEF	SBUS	1,098.41	1,108.97
tblVehicleEF	SBUS	2.45	1.16
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.16	0.16
tblVehicleEF	SBUS	1.8320e-003	1.1770e-003
tblVehicleEF	SBUS	3.86	20.97
tblVehicleEF	SBUS	7.11	4.61
tblVehicleEF	SBUS	0.76	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	5.0480e-003	0.03
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	3.5000e-005	1.7400e-004
tblVehicleEF	SBUS	4.8290e-003	5.3920e-003
tblVehicleEF	SBUS	2.8640e-003	2.9050e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.2000e-005	1.3000e-005
tblVehicleEF	SBUS	9.6000e-004	0.83
tblVehicleEF	SBUS	8.7890e-003	7.3000e-004
tblVehicleEF	SBUS	0.13	2.00
tblVehicleEF	SBUS	2.4600e-004	1.7000e-005
tblVehicleEF	SBUS	0.13	0.09
tblVehicleEF	SBUS	0.02	1.8370e-003
tblVehicleEF	SBUS	0.02	0.12
tblVehicleEF	SBUS	3.1250e-003	3.0350e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.4000e-005	1.1000e-005
tblVehicleEF	SBUS	9.6000e-004	0.83
tblVehicleEF	SBUS	8.7890e-003	7.3000e-004
tblVehicleEF	SBUS	0.18	2.88
tblVehicleEF	SBUS	2.4600e-004	1.7000e-005
tblVehicleEF	SBUS	0.15	0.11
tblVehicleEF	SBUS	0.02	1.8370e-003
tblVehicleEF	SBUS	0.02	0.13
tblVehicleEF	SBUS	0.02	0.42
tblVehicleEF	SBUS	0.01	9.6850e-003
tblVehicleEF	SBUS	2.6630e-003	0.01

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	1.27	1.02
tblVehicleEF	SBUS	0.87	0.12
tblVehicleEF	SBUS	0.40	17.68
tblVehicleEF	SBUS	339.85	331.74
tblVehicleEF	SBUS	1,098.45	1,108.98
tblVehicleEF	SBUS	2.07	1.01
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.16	0.16
tblVehicleEF	SBUS	1.7190e-003	1.1050e-003
tblVehicleEF	SBUS	3.96	21.39
tblVehicleEF	SBUS	6.74	4.36
tblVehicleEF	SBUS	0.76	0.47
tblVehicleEF	SBUS	4.2620e-003	0.02
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	3.5000e-005	1.7400e-004
tblVehicleEF	SBUS	4.0780e-003	4.5510e-003
tblVehicleEF	SBUS	2.8640e-003	2.9050e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.2000e-005	1.3000e-005
tblVehicleEF	SBUS	2.9390e-003	1.46
tblVehicleEF	SBUS	0.01	7.3600e-004
tblVehicleEF	SBUS	0.13	2.00
tblVehicleEF	SBUS	6.0100e-004	2.8000e-005
tblVehicleEF	SBUS	0.13	0.09
tblVehicleEF	SBUS	0.02	1.5350e-003
tblVehicleEF	SBUS	0.02	0.09
tblVehicleEF	SBUS	3.2230e-003	3.1400e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.0000e-005	1.0000e-005
tblVehicleEF	SBUS	2.9390e-003	1.46
tblVehicleEF	SBUS	0.01	7.3600e-004
tblVehicleEF	SBUS	0.18	2.88
tblVehicleEF	SBUS	6.0100e-004	2.8000e-005
tblVehicleEF	SBUS	0.15	0.12
tblVehicleEF	SBUS	0.02	1.5350e-003
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.02	0.42
tblVehicleEF	SBUS	9.9210e-003	9.2250e-003
tblVehicleEF	SBUS	3.8640e-003	0.02
tblVehicleEF	SBUS	1.37	0.96
tblVehicleEF	SBUS	0.83	0.12
tblVehicleEF	SBUS	0.77	18.22
tblVehicleEF	SBUS	315.21	305.28
tblVehicleEF	SBUS	1,098.38	1,108.97
tblVehicleEF	SBUS	2.68	1.24
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.16	0.16
tblVehicleEF	SBUS	1.9210e-003	1.2290e-003
tblVehicleEF	SBUS	3.73	20.39
tblVehicleEF	SBUS	7.19	4.66
tblVehicleEF	SBUS	0.76	0.49
tblVehicleEF	SBUS	6.1330e-003	0.03
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	3.5000e-005	1.7400e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	5.8680e-003	6.5530e-003
tblVehicleEF	SBUS	2.8640e-003	2.9050e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.2000e-005	1.3000e-005
tblVehicleEF	SBUS	2.9000e-004	0.69
tblVehicleEF	SBUS	8.9230e-003	7.3600e-004
tblVehicleEF	SBUS	0.13	2.00
tblVehicleEF	SBUS	1.0200e-004	3.0000e-006
tblVehicleEF	SBUS	0.13	0.09
tblVehicleEF	SBUS	0.03	2.4220e-003
tblVehicleEF	SBUS	0.02	0.13
tblVehicleEF	SBUS	2.9900e-003	2.8900e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.7000e-005	1.2000e-005
tblVehicleEF	SBUS	2.9000e-004	0.69
tblVehicleEF	SBUS	8.9230e-003	7.3600e-004
tblVehicleEF	SBUS	0.18	2.88
tblVehicleEF	SBUS	1.0200e-004	3.0000e-006
tblVehicleEF	SBUS	0.15	0.11
tblVehicleEF	SBUS	0.03	2.4220e-003
tblVehicleEF	SBUS	0.03	0.14
tblVehicleEF	UBUS	0.83	2.9490e-003
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	0.00	0.12
tblVehicleEF	UBUS	6.45	0.14
tblVehicleEF	UBUS	3.01	0.00
tblVehicleEF	UBUS	1,562.30	0.00
tblVehicleEF	UBUS	30.90	0.00
tblVehicleEF	UBUS	0.15	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.43	0.29
tblVehicleEF	UBUS	0.29	0.27
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.0130e-003	4.5220e-003
tblVehicleEF	UBUS	3.1700e-004	2.7200e-004
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	5.0200e-003	0.00
tblVehicleEF	UBUS	3.8030e-003	0.00
tblVehicleEF	UBUS	2.9200e-004	0.00
tblVehicleEF	UBUS	1.1700e-003	0.13
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	5.1700e-004	0.00
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	3.0160e-003	0.00
tblVehicleEF	UBUS	0.16	0.17
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	3.0600e-004	0.00
tblVehicleEF	UBUS	1.1700e-003	0.13
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	5.1700e-004	0.00
tblVehicleEF	UBUS	0.86	0.05
tblVehicleEF	UBUS	3.0160e-003	0.00
tblVehicleEF	UBUS	0.17	0.18
tblVehicleEF	UBUS	0.83	3.0010e-003
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.00	0.13
tblVehicleEF	UBUS	6.45	0.14

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	2.28	0.00
tblVehicleEF	UBUS	1,562.31	0.00
tblVehicleEF	UBUS	29.67	0.00
tblVehicleEF	UBUS	0.14	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.41	0.28
tblVehicleEF	UBUS	0.26	0.25
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.0130e-003	4.5220e-003
tblVehicleEF	UBUS	3.1700e-004	2.7200e-004
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	5.0200e-003	0.00
tblVehicleEF	UBUS	3.8030e-003	0.00
tblVehicleEF	UBUS	2.9200e-004	0.00
tblVehicleEF	UBUS	3.5480e-003	0.25
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	1.3380e-003	0.00
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	2.8260e-003	0.00
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	2.9400e-004	0.00
tblVehicleEF	UBUS	3.5480e-003	0.25
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	1.3380e-003	0.00
tblVehicleEF	UBUS	0.86	0.05
tblVehicleEF	UBUS	2.8260e-003	0.00
tblVehicleEF	UBUS	0.15	0.16

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	0.83	2.9140e-003
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	0.00	0.12
tblVehicleEF	UBUS	6.45	0.14
tblVehicleEF	UBUS	3.52	0.00
tblVehicleEF	UBUS	1,562.29	0.00
tblVehicleEF	UBUS	31.76	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.43	0.29
tblVehicleEF	UBUS	0.30	0.29
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.0130e-003	4.5220e-003
tblVehicleEF	UBUS	3.1700e-004	2.7200e-004
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	5.0200e-003	0.00
tblVehicleEF	UBUS	3.8030e-003	0.00
tblVehicleEF	UBUS	2.9200e-004	0.00
tblVehicleEF	UBUS	3.7300e-004	0.11
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.8800e-004	0.00
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	3.7740e-003	0.00
tblVehicleEF	UBUS	0.17	0.19
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	3.1400e-004	0.00
tblVehicleEF	UBUS	3.7300e-004	0.11
tblVehicleEF	UBUS	0.01	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	1.8800e-004	0.00
tblVehicleEF	UBUS	0.86	0.05
tblVehicleEF	UBUS	3.7740e-003	0.00
tblVehicleEF	UBUS	0.19	0.20
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	ST_TR	20.87	3.63
tblVehicleTrips	ST_TR	9.10	0.15
tblVehicleTrips	SU_TR	26.73	3.63
tblVehicleTrips	SU_TR	13.60	0.15
tblVehicleTrips	WD_TR	32.93	3.63
tblVehicleTrips	WD_TR	28.82	0.15

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0226	0.2378	0.1753	3.8000e-004	0.0433	0.0107	0.0540	0.0137	9.9400e-003	0.0237	0.0000	34.1044	34.1044	7.1000e-003	1.0300e-003	34.5898
2023	0.4573	1.2836	1.4410	2.8100e-003	0.0406	0.0539	0.0945	0.0110	0.0520	0.0629	0.0000	238.0646	238.0646	0.0336	4.0200e-003	240.1020
Maximum	**0.4573**	**1.2836**	**1.4410**	**2.8100e-003**	**0.0433**	**0.0539**	**0.0945**	**0.0137**	**0.0520**	**0.0629**	**0.0000**	**238.0646**	**238.0646**	**0.0336**	**4.0200e-003**	**240.1020**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0226	0.2378	0.1753	3.8000e-004	0.0433	0.0107	0.0540	0.0137	9.9400e-003	0.0237	0.0000	34.1044	34.1044	7.1000e-003	1.0300e-003	34.5898
2023	0.4573	1.2836	1.4410	2.8100e-003	0.0406	0.0539	0.0945	0.0110	0.0520	0.0629	0.0000	238.0644	238.0644	0.0336	4.0200e-003	240.1018
Maximum	**0.4573**	**1.2836**	**1.4410**	**2.8100e-003**	**0.0433**	**0.0539**	**0.0945**	**0.0137**	**0.0520**	**0.0629**	**0.0000**	**238.0644**	**238.0644**	**0.0336**	**4.0200e-003**	**240.1018**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2022**	**3-31-2022**	0.2702	0.2702
5	**1-1-2023**	**3-31-2023**	0.4548	0.4548
6	**4-1-2023**	**6-30-2023**	0.4582	0.4582
7	**7-1-2023**	**9-30-2023**	0.4632	0.4632
		Highest	0.4632	0.4632

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3126	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1500e-003	1.1500e-003	0.0000	0.0000	1.2200e-003
Energy	1.1600e-003	0.0105	8.8400e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	74.7528	74.7528	3.2900e-003	5.6000e-004	75.0034
Mobile	0.2755	0.1111	0.1873	5.7000e-004	0.0448	9.3000e-004	0.0457	0.0130	6.8000e-004	0.0137	0.0000	52.6813	52.6813	9.9300e-003	5.1000e-003	54.4500
Waste						0.0000	0.0000		0.0000	0.0000	74.3048	0.0000	74.3048	4.3913	0.0000	184.0871
Water						0.0000	0.0000		0.0000	0.0000	1.2050	6.9737	8.1787	0.1241	2.9600e-003	12.1637
Total	**0.5893**	**0.1216**	**0.1967**	**6.3000e-004**	**0.0448**	**1.7300e-003**	**0.0465**	**0.0130**	**1.4800e-003**	**0.0145**	**75.5098**	**134.4089**	**209.9188**	**4.5286**	**8.6200e-003**	**325.7054**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3126	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1500e-003	1.1500e-003	0.0000	0.0000	1.2200e-003
Energy	1.1600e-003	0.0105	8.8400e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	74.7528	74.7528	3.2900e-003	5.6000e-004	75.0034
Mobile	0.2755	0.1111	0.1873	5.7000e-004	0.0448	9.3000e-004	0.0457	0.0130	6.8000e-004	0.0137	0.0000	52.6813	52.6813	9.9300e-003	5.1000e-003	54.4500
Waste						0.0000	0.0000		0.0000	0.0000	74.3048	0.0000	74.3048	4.3913	0.0000	184.0871
Water						0.0000	0.0000		0.0000	0.0000	1.2050	6.9737	8.1787	0.1241	2.9600e-003	12.1637
Total	**0.5893**	**0.1216**	**0.1967**	**6.3000e-004**	**0.0448**	**1.7300e-003**	**0.0465**	**0.0130**	**1.4800e-003**	**0.0145**	**75.5098**	**134.4089**	**209.9188**	**4.5286**	**8.6200e-003**	**325.7054**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/1/2022	5	2	
3	Grading	Grading	2/2/2022	2/7/2022	5	4	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	1/1/2023	10/6/2023	5	200	
5	Paving	Paving	10/7/2023	10/20/2023	5	10	
6	Architectural Coating	Architectural Coating	10/21/2023	11/3/2023	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 92,583; Non-Residential Outdoor: 30,861; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	177.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	27.00	11.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0195	0.0000	0.0195	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**0.0195**	**8.3800e-003**	**0.0279**	**2.9500e-003**	**7.8300e-003**	**0.0108**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2120**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.9000e-004	0.0224	3.2300e-003	7.0000e-005	1.4800e-003	1.7000e-004	1.6500e-003	4.1000e-004	1.6000e-004	5.6000e-004	0.0000	6.2848	6.2848	2.0000e-005	9.8000e-004	6.5788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	4.9000e-004	5.6700e-003	1.0000e-005	1.5900e-003	1.0000e-005	1.6000e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3246	1.3246	4.0000e-005	4.0000e-005	1.3374
Total	**1.1500e-003**	**0.0229**	**8.9000e-003**	**8.0000e-005**	**3.0700e-003**	**1.8000e-004**	**3.2500e-003**	**8.3000e-004**	**1.7000e-004**	**9.9000e-004**	**0.0000**	**7.6094**	**7.6094**	**6.0000e-005**	**1.0200e-003**	**7.9162**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0195	0.0000	0.0195	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**0.0195**	**8.3800e-003**	**0.0279**	**2.9500e-003**	**7.8300e-003**	**0.0108**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2119**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.9000e-004	0.0224	3.2300e-003	7.0000e-005	1.4800e-003	1.7000e-004	1.6500e-003	4.1000e-004	1.6000e-004	5.6000e-004	0.0000	6.2848	6.2848	2.0000e-005	9.8000e-004	6.5788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	4.9000e-004	5.6700e-003	1.0000e-005	1.5900e-003	1.0000e-005	1.6000e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3246	1.3246	4.0000e-005	4.0000e-005	1.3374
Total	**1.1500e-003**	**0.0229**	**8.9000e-003**	**8.0000e-005**	**3.0700e-003**	**1.8000e-004**	**3.2500e-003**	**8.3000e-004**	**1.7000e-004**	**9.9000e-004**	**0.0000**	**7.6094**	**7.6094**	**6.0000e-005**	**1.0200e-003**	**7.9162**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**6.2700e-003**	**6.2000e-004**	**6.8900e-003**	**3.0000e-003**	**5.7000e-004**	**3.5700e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.5000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0815	0.0815	0.0000	0.0000	0.0823
Total	**4.0000e-005**	**3.0000e-005**	**3.5000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0815**	**0.0815**	**0.0000**	**0.0000**	**0.0823**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**6.2700e-003**	**6.2000e-004**	**6.8900e-003**	**3.0000e-003**	**5.7000e-004**	**3.5700e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.5000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0815	0.0815	0.0000	0.0000	0.0823
Total	**4.0000e-005**	**3.0000e-005**	**3.5000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0815**	**0.0815**	**0.0000**	**0.0000**	**0.0823**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0142**	**1.4800e-003**	**0.0157**	**6.8500e-003**	**1.3700e-003**	**8.2200e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.7000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2038	0.2038	1.0000e-005	1.0000e-005	0.2058
Total	**1.0000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.5000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2038**	**0.2038**	**1.0000e-005**	**1.0000e-005**	**0.2058**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0142**	**1.4800e-003**	**0.0157**	**6.8500e-003**	**1.3700e-003**	**8.2200e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.7000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2038	0.2038	1.0000e-005	1.0000e-005	0.2058
Total	**1.0000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.5000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2038**	**0.2038**	**1.0000e-005**	**1.0000e-005**	**0.2058**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1523	1.1710	1.2611	2.2100e-003		0.0515	0.0515		0.0497	0.0497	0.0000	181.5991	181.5991	0.0308	0.0000	182.3701
Total	**0.1523**	**1.1710**	**1.2611**	**2.2100e-003**		**0.0515**	**0.0515**		**0.0497**	**0.0497**	**0.0000**	**181.5991**	**181.5991**	**0.0308**	**0.0000**	**182.3701**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4700e-003	0.0656	0.0151	2.3000e-004	6.4800e-003	3.4000e-004	6.8300e-003	1.8700e-003	3.3000e-004	2.2000e-003	0.0000	21.5666	21.5666	7.0000e-005	3.2300e-003	22.5314
Worker	0.0128	9.0200e-003	0.1081	2.9000e-004	0.0331	1.9000e-004	0.0332	8.7900e-003	1.7000e-004	8.9600e-003	0.0000	26.8413	26.8413	7.5000e-004	7.6000e-004	27.0863
Total	**0.0142**	**0.0746**	**0.1232**	**5.2000e-004**	**0.0395**	**5.3000e-004**	**0.0401**	**0.0107**	**5.0000e-004**	**0.0112**	**0.0000**	**48.4079**	**48.4079**	**8.2000e-004**	**3.9900e-003**	**49.6177**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1523	1.1710	1.2611	2.2100e-003		0.0515	0.0515		0.0497	0.0497	0.0000	181.5989	181.5989	0.0308	0.0000	182.3698
Total	**0.1523**	**1.1710**	**1.2611**	**2.2100e-003**		**0.0515**	**0.0515**		**0.0497**	**0.0497**	**0.0000**	**181.5989**	**181.5989**	**0.0308**	**0.0000**	**182.3698**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4700e-003	0.0656	0.0151	2.3000e-004	6.4800e-003	3.4000e-004	6.8300e-003	1.8700e-003	3.3000e-004	2.2000e-003	0.0000	21.5666	21.5666	7.0000e-005	3.2300e-003	22.5314
Worker	0.0128	9.0200e-003	0.1081	2.9000e-004	0.0331	1.9000e-004	0.0332	8.7900e-003	1.7000e-004	8.9600e-003	0.0000	26.8413	26.8413	7.5000e-004	7.6000e-004	27.0863
Total	**0.0142**	**0.0746**	**0.1232**	**5.2000e-004**	**0.0395**	**5.3000e-004**	**0.0401**	**0.0107**	**5.0000e-004**	**0.0112**	**0.0000**	**48.4079**	**48.4079**	**8.2000e-004**	**3.9900e-003**	**49.6177**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.6000e-003	1.0000e-005	8.0000e-004	0.0000	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6462	0.6462	2.0000e-005	2.0000e-005	0.6521
Total	**3.1000e-004**	**2.2000e-004**	**2.6000e-003**	**1.0000e-005**	**8.0000e-004**	**0.0000**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6462**	**0.6462**	**2.0000e-005**	**2.0000e-005**	**0.6521**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.6000e-003	1.0000e-005	8.0000e-004	0.0000	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6462	0.6462	2.0000e-005	2.0000e-005	0.6521
Total	**3.1000e-004**	**2.2000e-004**	**2.6000e-003**	**1.0000e-005**	**8.0000e-004**	**0.0000**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6462**	**0.6462**	**2.0000e-005**	**2.0000e-005**	**0.6521**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2861					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.2870**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	1.0000e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2485	0.2485	1.0000e-005	1.0000e-005	0.2508
Total	**1.2000e-004**	**8.0000e-005**	**1.0000e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.1000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2485**	**0.2485**	**1.0000e-005**	**1.0000e-005**	**0.2508**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2861					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.2870**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	1.0000e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2485	0.2485	1.0000e-005	1.0000e-005	0.2508
Total	**1.2000e-004**	**8.0000e-005**	**1.0000e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.1000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2485**	**0.2485**	**1.0000e-005**	**1.0000e-005**	**0.2508**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2755	0.1111	0.1873	5.7000e-004	0.0448	9.3000e-004	0.0457	0.0130	6.8000e-004	0.0137	0.0000	52.6813	52.6813	9.9300e-003	5.1000e-003	54.4500
Unmitigated	0.2755	0.1111	0.1873	5.7000e-004	0.0448	9.3000e-004	0.0457	0.0130	6.8000e-004	0.0137	0.0000	52.6813	52.6813	9.9300e-003	5.1000e-003	54.4500

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Health Club	224.05	224.05	224.05	131,670	131,670
Recreational Swimming Pool	0.38	0.38	0.38	220	220
Total	224.43	224.43	224.43	131,890	131,890

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Health Club	2.60	2.60	2.60	16.90	64.10	19.00	52	39	9
Recreational Swimming Pool	2.60	2.60	2.60	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Health Club	0.432255	0.063343	0.225240	0.158296	0.047221	0.009429	0.011320	0.004341	0.000681	0.000465	0.038076	0.001344	0.007989
Recreational Swimming Pool	0.432255	0.063343	0.225240	0.158296	0.047221	0.009429	0.011320	0.004341	0.000681	0.000465	0.038076	0.001344	0.007989

5.0 Energy Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	63.2907	63.2907	3.0700e-003	3.5000e-004	63.4731
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	63.2907	63.2907	3.0700e-003	3.5000e-004	63.4731
NaturalGas Mitigated	1.1600e-003	0.0105	8.8400e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	11.4622	11.4622	2.2000e-004	2.1000e-004	11.5303
NaturalGas Unmitigated	1.1600e-003	0.0105	8.8400e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	11.4622	11.4622	2.2000e-004	2.1000e-004	11.5303

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Health Club	214793	1.1600e-003	0.0105	8.8400e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	11.4622	11.4622	2.2000e-004	2.1000e-004	11.5303
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.1600e-003**	**0.0105**	**8.8400e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**	**0.0000**	**11.4622**	**11.4622**	**2.2000e-004**	**2.1000e-004**	**11.5303**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Health Club	214793	1.1600e-003	0.0105	8.8400e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	11.4622	11.4622	2.2000e-004	2.1000e-004	11.5303
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.1600e-003**	**0.0105**	**8.8400e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**	**0.0000**	**11.4622**	**11.4622**	**2.2000e-004**	**2.1000e-004**	**11.5303**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Health Club	260467	63.2907	3.0700e-003	3.5000e-004	63.4731
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**63.2907**	**3.0700e-003**	**3.5000e-004**	**63.4731**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Health Club	260467	63.2907	3.0700e-003	3.5000e-004	63.4731
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**63.2907**	**3.0700e-003**	**3.5000e-004**	**63.4731**

6.0 Area Detail

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3126	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1500e-003	1.1500e-003	0.0000	0.0000	1.2200e-003
Unmitigated	0.3126	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1500e-003	1.1500e-003	0.0000	0.0000	1.2200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0715					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2411					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1500e-003	1.1500e-003	0.0000	0.0000	1.2200e-003
Total	**0.3126**	**1.0000e-005**	**5.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1500e-003**	**1.1500e-003**	**0.0000**	**0.0000**	**1.2200e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0715					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2411					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1500e-003	1.1500e-003	0.0000	0.0000	1.2200e-003
Total	**0.3126**	**1.0000e-005**	**5.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1500e-003**	**1.1500e-003**	**0.0000**	**0.0000**	**1.2200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.1787	0.1241	2.9600e-003	12.1637
Unmitigated	8.1787	0.1241	2.9600e-003	12.1637

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Health Club	3.65031 / 2.23729	7.8603	0.1193	2.8500e-003	11.6902
Recreational Swimming Pool	0.147858 / 0.0906226	0.3184	4.8300e-003	1.2000e-004	0.4735
Total		**8.1787**	**0.1241**	**2.9700e-003**	**12.1637**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Health Club	3.65031 / 2.23729	7.8603	0.1193	2.8500e-003	11.6902
Recreational Swimming Pool	0.147858 / 0.0906226	0.3184	4.8300e-003	1.2000e-004	0.4735
Total		**8.1787**	**0.1241**	**2.9700e-003**	**12.1637**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	74.3048	4.3913	0.0000	184.0871
Unmitigated	74.3048	4.3913	0.0000	184.0871

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Health Club	351.8	71.4122	4.2203	0.0000	176.9208
Recreational Swimming Pool	14.25	2.8926	0.1710	0.0000	7.1664
Total		**74.3048**	**4.3913**	**0.0000**	**184.0871**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Health Club	351.8	71.4122	4.2203	0.0000	176.9208
Recreational Swimming Pool	14.25	2.8926	0.1710	0.0000	7.1664
Total		**74.3048**	**4.3913**	**0.0000**	**184.0871**

9.0 Operational Offroad

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

56 Acre Master Plan - Multigenerational Center

El Dorado-Lake Tahoe County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Health Club	61.72	1000sqft	1.42	61,722.00	0
Recreational Swimming Pool	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	70
Climate Zone	14			**Operational Year**	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	535.7	**CH4 Intensity (lb/MWhr)**	0.026	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The GHG EFs are scaled using Liberty Utility's natural gas mix and internsity factor (published by TRPA) for the year 2018.

Land Use - Gross floor area of the Recreation center - 64.222 ksf (Including Aquatics facilities - 2.5 ksf)

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Demolition -

Grading -

Architectural Coating - SMAQMD recommends using paint with new VOC contents for archetectural coating. For the modeling, Nonflat Coating's VOC limit of 100 g/l is assumed.

Vehicle Trips - Daily VMT data provided by the traffic study

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Vehicle Emission Factors - Using 2021 EMFAC EF

Consumer Products -

Area Coating -

Water And Wastewater -

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.026
tblProjectCharacteristics	CO2IntensityFactor	0	535.7
tblProjectCharacteristics	N2OIntensityFactor	0	0.003
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleEF	HHD	0.02	0.25
tblVehicleEF	HHD	2.6220e-003	5.2630e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.76	0.18
tblVehicleEF	HHD	0.43	0.20
tblVehicleEF	HHD	0.03	39.17
tblVehicleEF	HHD	1,023.57	1,534.53

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	1,625.74	1,404.88
tblVehicleEF	HHD	0.39	0.02
tblVehicleEF	HHD	0.16	0.24
tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.98	41.71
tblVehicleEF	HHD	4.29	3.07
tblVehicleEF	HHD	3.06	2.99
tblVehicleEF	HHD	5.6820e-003	0.05
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.4360e-003	5.6530e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5850e-003	8.9570e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.2000e-005	3.0400e-003
tblVehicleEF	HHD	4.9100e-004	4.0000e-006
tblVehicleEF	HHD	0.41	2.84
tblVehicleEF	HHD	6.0000e-006	0.00
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	2.8000e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	9.6700e-003	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	1.2000e-005	3.0400e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	4.9100e-004	4.0000e-006
tblVehicleEF	HHD	0.47	3.36
tblVehicleEF	HHD	6.0000e-006	0.00
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	2.8000e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.26
tblVehicleEF	HHD	2.6320e-003	5.2700e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.66	0.18
tblVehicleEF	HHD	0.44	0.20
tblVehicleEF	HHD	0.03	38.40
tblVehicleEF	HHD	1,017.67	1,519.17
tblVehicleEF	HHD	1,625.75	1,404.88
tblVehicleEF	HHD	0.38	0.02
tblVehicleEF	HHD	0.16	0.24
tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.81	40.59
tblVehicleEF	HHD	4.13	2.94
tblVehicleEF	HHD	3.06	2.99
tblVehicleEF	HHD	4.8660e-003	0.04
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	4.6560e-003	4.8810e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5850e-003	8.9570e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.4000e-005	4.0700e-003
tblVehicleEF	HHD	5.4300e-004	4.0000e-006
tblVehicleEF	HHD	0.43	2.98
tblVehicleEF	HHD	1.4000e-005	0.00
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	2.7500e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	9.6140e-003	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	3.4000e-005	4.0700e-003
tblVehicleEF	HHD	5.4300e-004	4.0000e-006
tblVehicleEF	HHD	0.49	3.51
tblVehicleEF	HHD	1.4000e-005	0.00
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	2.7500e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.24
tblVehicleEF	HHD	2.6140e-003	5.2580e-003
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.91	0.18
tblVehicleEF	HHD	0.43	0.20
tblVehicleEF	HHD	0.04	40.24
tblVehicleEF	HHD	1,031.73	1,555.74
tblVehicleEF	HHD	1,625.73	1,404.88
tblVehicleEF	HHD	0.39	0.02
tblVehicleEF	HHD	0.16	0.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.22	43.24
tblVehicleEF	HHD	4.34	3.10
tblVehicleEF	HHD	3.06	2.99
tblVehicleEF	HHD	6.8090e-003	0.05
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.5140e-003	6.7180e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5850e-003	8.9570e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.0000e-006	2.8940e-003
tblVehicleEF	HHD	4.9200e-004	4.0000e-006
tblVehicleEF	HHD	0.38	2.65
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	3.1500e-004	1.0000e-006
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	9.7470e-003	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	5.0000e-006	2.8940e-003
tblVehicleEF	HHD	4.9200e-004	4.0000e-006
tblVehicleEF	HHD	0.44	3.14
tblVehicleEF	HHD	3.0000e-006	0.00

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	3.1500e-004	1.0000e-006
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	LDA	2.0210e-003	2.6200e-003
tblVehicleEF	LDA	0.05	0.08
tblVehicleEF	LDA	0.00	0.82
tblVehicleEF	LDA	0.60	0.04
tblVehicleEF	LDA	2.27	0.00
tblVehicleEF	LDA	247.75	244.91
tblVehicleEF	LDA	51.41	52.50
tblVehicleEF	LDA	4.4630e-003	6.0800e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.18	0.28
tblVehicleEF	LDA	0.04	8.0800e-003
tblVehicleEF	LDA	1.4900e-003	1.4340e-003
tblVehicleEF	LDA	1.7910e-003	2.1330e-003
tblVehicleEF	LDA	1.3730e-003	1.7560e-003
tblVehicleEF	LDA	1.6470e-003	1.8370e-003
tblVehicleEF	LDA	0.04	1.60
tblVehicleEF	LDA	0.09	0.12
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	7.7970e-003	0.01
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.22	0.37
tblVehicleEF	LDA	2.4010e-003	2.4220e-003
tblVehicleEF	LDA	4.9800e-004	5.2000e-004
tblVehicleEF	LDA	0.04	1.60
tblVehicleEF	LDA	0.09	0.12

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.24	0.41
tblVehicleEF	LDA	2.3190e-003	2.8440e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.00	1.12
tblVehicleEF	LDA	0.72	0.04
tblVehicleEF	LDA	1.74	0.00
tblVehicleEF	LDA	269.38	244.17
tblVehicleEF	LDA	50.39	51.42
tblVehicleEF	LDA	4.1150e-003	5.5460e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.16	0.24
tblVehicleEF	LDA	0.04	8.0800e-003
tblVehicleEF	LDA	1.4900e-003	1.4340e-003
tblVehicleEF	LDA	1.7910e-003	2.1330e-003
tblVehicleEF	LDA	1.3730e-003	1.7560e-003
tblVehicleEF	LDA	1.6470e-003	1.8370e-003
tblVehicleEF	LDA	0.12	2.26
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.07	0.03
tblVehicleEF	LDA	8.7420e-003	0.01
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.17	0.29
tblVehicleEF	LDA	2.6110e-003	2.4150e-003
tblVehicleEF	LDA	4.8900e-004	5.0900e-004
tblVehicleEF	LDA	0.12	2.26

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.07	0.03
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.19	0.32
tblVehicleEF	LDA	1.9200e-003	2.5250e-003
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.00	0.76
tblVehicleEF	LDA	0.58	0.04
tblVehicleEF	LDA	2.67	0.00
tblVehicleEF	LDA	242.38	244.18
tblVehicleEF	LDA	52.15	53.25
tblVehicleEF	LDA	4.6770e-003	6.4250e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.19	0.30
tblVehicleEF	LDA	0.04	8.0800e-003
tblVehicleEF	LDA	1.4900e-003	1.4340e-003
tblVehicleEF	LDA	1.7910e-003	2.1330e-003
tblVehicleEF	LDA	1.3730e-003	1.7560e-003
tblVehicleEF	LDA	1.6470e-003	1.8370e-003
tblVehicleEF	LDA	0.01	1.43
tblVehicleEF	LDA	0.09	0.12
tblVehicleEF	LDA	8.8240e-003	1.4510e-003
tblVehicleEF	LDA	7.5100e-003	0.01
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.25	0.42
tblVehicleEF	LDA	2.3490e-003	2.4150e-003
tblVehicleEF	LDA	5.0600e-004	5.2700e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDA	0.01	1.43
tblVehicleEF	LDA	0.09	0.12
tblVehicleEF	LDA	8.8240e-003	1.4510e-003
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.27	0.46
tblVehicleEF	LDT1	5.3240e-003	8.1190e-003
tblVehicleEF	LDT1	0.09	0.15
tblVehicleEF	LDT1	0.00	1.87
tblVehicleEF	LDT1	1.18	0.04
tblVehicleEF	LDT1	2.66	0.00
tblVehicleEF	LDT1	306.97	310.60
tblVehicleEF	LDT1	66.37	68.35
tblVehicleEF	LDT1	7.7090e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.10	0.17
tblVehicleEF	LDT1	0.31	0.54
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	1.9650e-003	2.2410e-003
tblVehicleEF	LDT1	2.6990e-003	3.8680e-003
tblVehicleEF	LDT1	1.8090e-003	2.2650e-003
tblVehicleEF	LDT1	2.4820e-003	2.7540e-003
tblVehicleEF	LDT1	0.15	4.11
tblVehicleEF	LDT1	0.27	0.31
tblVehicleEF	LDT1	0.09	0.04
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.48	0.87
tblVehicleEF	LDT1	2.9760e-003	3.0740e-003

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT1	6.4300e-004	6.7600e-004
tblVehicleEF	LDT1	0.15	4.11
tblVehicleEF	LDT1	0.27	0.31
tblVehicleEF	LDT1	0.09	0.04
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.52	0.95
tblVehicleEF	LDT1	6.0510e-003	8.7930e-003
tblVehicleEF	LDT1	0.07	0.12
tblVehicleEF	LDT1	0.00	2.47
tblVehicleEF	LDT1	1.39	0.04
tblVehicleEF	LDT1	2.03	0.00
tblVehicleEF	LDT1	329.22	309.77
tblVehicleEF	LDT1	65.00	66.90
tblVehicleEF	LDT1	7.0170e-003	9.4050e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.09	0.14
tblVehicleEF	LDT1	0.28	0.48
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	1.9650e-003	2.2410e-003
tblVehicleEF	LDT1	2.6990e-003	3.8680e-003
tblVehicleEF	LDT1	1.8090e-003	2.2650e-003
tblVehicleEF	LDT1	2.4820e-003	2.7540e-003
tblVehicleEF	LDT1	0.46	5.93
tblVehicleEF	LDT1	0.34	0.32
tblVehicleEF	LDT1	0.22	0.07
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.37	0.68

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT1	3.1920e-003	3.0650e-003
tblVehicleEF	LDT1	6.3000e-004	6.6200e-004
tblVehicleEF	LDT1	0.46	5.93
tblVehicleEF	LDT1	0.34	0.32
tblVehicleEF	LDT1	0.22	0.07
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.41	0.75
tblVehicleEF	LDT1	5.0800e-003	7.8400e-003
tblVehicleEF	LDT1	0.10	0.17
tblVehicleEF	LDT1	0.00	1.74
tblVehicleEF	LDT1	1.15	0.04
tblVehicleEF	LDT1	3.13	0.00
tblVehicleEF	LDT1	301.43	309.85
tblVehicleEF	LDT1	67.36	69.33
tblVehicleEF	LDT1	8.1300e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.11	0.19
tblVehicleEF	LDT1	0.34	0.59
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	1.9650e-003	2.2410e-003
tblVehicleEF	LDT1	2.6990e-003	3.8680e-003
tblVehicleEF	LDT1	1.8090e-003	2.2650e-003
tblVehicleEF	LDT1	2.4820e-003	2.7540e-003
tblVehicleEF	LDT1	0.04	3.60
tblVehicleEF	LDT1	0.28	0.33
tblVehicleEF	LDT1	0.03	3.9370e-003
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.17	0.20

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT1	0.54	0.99
tblVehicleEF	LDT1	2.9220e-003	3.0660e-003
tblVehicleEF	LDT1	6.5300e-004	6.8600e-004
tblVehicleEF	LDT1	0.04	3.60
tblVehicleEF	LDT1	0.28	0.33
tblVehicleEF	LDT1	0.03	3.9370e-003
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.17	0.20
tblVehicleEF	LDT1	0.60	1.09
tblVehicleEF	LDT2	4.1340e-003	3.1630e-003
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	0.00	0.97
tblVehicleEF	LDT2	0.97	0.04
tblVehicleEF	LDT2	3.15	0.00
tblVehicleEF	LDT2	332.07	345.49
tblVehicleEF	LDT2	72.07	76.14
tblVehicleEF	LDT2	7.3900e-003	0.01
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.35	0.41
tblVehicleEF	LDT2	0.04	9.7250e-003
tblVehicleEF	LDT2	1.5570e-003	1.4450e-003
tblVehicleEF	LDT2	1.9590e-003	2.2230e-003
tblVehicleEF	LDT2	1.4330e-003	1.7190e-003
tblVehicleEF	LDT2	1.8010e-003	1.9390e-003
tblVehicleEF	LDT2	0.09	1.73
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.02	0.01

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT2	0.08	0.11
tblVehicleEF	LDT2	0.42	0.49
tblVehicleEF	LDT2	3.2190e-003	3.4180e-003
tblVehicleEF	LDT2	6.9900e-004	7.5300e-004
tblVehicleEF	LDT2	0.09	1.73
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.08	0.11
tblVehicleEF	LDT2	0.46	0.53
tblVehicleEF	LDT2	4.6930e-003	3.4320e-003
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.00	1.28
tblVehicleEF	LDT2	1.14	0.04
tblVehicleEF	LDT2	2.41	0.00
tblVehicleEF	LDT2	353.44	344.68
tblVehicleEF	LDT2	70.57	74.53
tblVehicleEF	LDT2	6.7620e-003	9.5910e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.31	0.36
tblVehicleEF	LDT2	0.04	9.7250e-003
tblVehicleEF	LDT2	1.5570e-003	1.4450e-003
tblVehicleEF	LDT2	1.9590e-003	2.2230e-003
tblVehicleEF	LDT2	1.4330e-003	1.7190e-003
tblVehicleEF	LDT2	1.8010e-003	1.9390e-003
tblVehicleEF	LDT2	0.27	2.35
tblVehicleEF	LDT2	0.21	0.23
tblVehicleEF	LDT2	0.15	0.06

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.33	0.38
tblVehicleEF	LDT2	3.4260e-003	3.4100e-003
tblVehicleEF	LDT2	6.8400e-004	7.3800e-004
tblVehicleEF	LDT2	0.27	2.35
tblVehicleEF	LDT2	0.21	0.23
tblVehicleEF	LDT2	0.15	0.06
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.36	0.42
tblVehicleEF	LDT2	3.9400e-003	3.0480e-003
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.00	0.90
tblVehicleEF	LDT2	0.94	0.04
tblVehicleEF	LDT2	3.70	0.00
tblVehicleEF	LDT2	326.74	344.73
tblVehicleEF	LDT2	73.15	77.25
tblVehicleEF	LDT2	7.7750e-003	0.01
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.38	0.45
tblVehicleEF	LDT2	0.04	9.7250e-003
tblVehicleEF	LDT2	1.5570e-003	1.4450e-003
tblVehicleEF	LDT2	1.9590e-003	2.2230e-003
tblVehicleEF	LDT2	1.4330e-003	1.7190e-003
tblVehicleEF	LDT2	1.8010e-003	1.9390e-003
tblVehicleEF	LDT2	0.03	1.57
tblVehicleEF	LDT2	0.19	0.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LDT2	0.02	3.0500e-003
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.48	0.55
tblVehicleEF	LDT2	3.1670e-003	3.4100e-003
tblVehicleEF	LDT2	7.0900e-004	7.6400e-004
tblVehicleEF	LDT2	0.03	1.57
tblVehicleEF	LDT2	0.19	0.24
tblVehicleEF	LDT2	0.02	3.0500e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.53	0.60
tblVehicleEF	LHD1	3.8970e-003	0.05
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.16	1.34
tblVehicleEF	LHD1	1.42	0.09
tblVehicleEF	LHD1	1.01	2.18
tblVehicleEF	LHD1	9.69	9.48
tblVehicleEF	LHD1	762.97	799.85
tblVehicleEF	LHD1	9.19	11.50
tblVehicleEF	LHD1	1.0100e-003	8.6900e-004
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.10	1.32
tblVehicleEF	LHD1	2.08	1.82
tblVehicleEF	LHD1	0.26	0.31
tblVehicleEF	LHD1	1.1550e-003	0.02
tblVehicleEF	LHD1	0.08	0.08

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	2.6000e-004	2.2800e-004
tblVehicleEF	LHD1	1.1050e-003	9.1200e-004
tblVehicleEF	LHD1	2.5610e-003	2.4990e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3900e-004	3.4700e-004
tblVehicleEF	LHD1	2.3960e-003	1.83
tblVehicleEF	LHD1	0.09	0.13
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	9.3000e-004	6.7800e-004
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.37	0.59
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	9.3000e-005	9.2000e-005
tblVehicleEF	LHD1	7.4080e-003	7.7890e-003
tblVehicleEF	LHD1	9.1000e-005	1.1400e-004
tblVehicleEF	LHD1	2.3960e-003	1.83
tblVehicleEF	LHD1	0.09	0.13
tblVehicleEF	LHD1	0.03	0.36
tblVehicleEF	LHD1	9.3000e-004	6.7800e-004
tblVehicleEF	LHD1	0.19	0.23
tblVehicleEF	LHD1	0.37	0.59
tblVehicleEF	LHD1	0.08	0.10
tblVehicleEF	LHD1	3.9130e-003	0.05
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.16	1.38
tblVehicleEF	LHD1	1.46	0.09

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	0.90	2.18
tblVehicleEF	LHD1	9.69	9.48
tblVehicleEF	LHD1	763.03	800.00
tblVehicleEF	LHD1	9.00	11.12
tblVehicleEF	LHD1	1.0130e-003	8.7200e-004
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.10	1.32
tblVehicleEF	LHD1	1.96	1.72
tblVehicleEF	LHD1	0.24	0.29
tblVehicleEF	LHD1	1.1550e-003	0.02
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	2.6000e-004	2.2800e-004
tblVehicleEF	LHD1	1.1050e-003	9.1200e-004
tblVehicleEF	LHD1	2.5610e-003	2.4990e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3900e-004	3.4700e-004
tblVehicleEF	LHD1	7.0290e-003	2.50
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	2.2240e-003	1.2230e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.36	0.55
tblVehicleEF	LHD1	0.07	0.08
tblVehicleEF	LHD1	9.3000e-005	9.2000e-005
tblVehicleEF	LHD1	7.4090e-003	7.7900e-003
tblVehicleEF	LHD1	8.9000e-005	1.1000e-004

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	7.0290e-003	2.50
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.03	0.36
tblVehicleEF	LHD1	2.2240e-003	1.2230e-003
tblVehicleEF	LHD1	0.20	0.23
tblVehicleEF	LHD1	0.36	0.55
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	3.8870e-003	0.05
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.16	1.32
tblVehicleEF	LHD1	1.40	0.09
tblVehicleEF	LHD1	1.08	2.18
tblVehicleEF	LHD1	9.69	9.48
tblVehicleEF	LHD1	762.92	799.74
tblVehicleEF	LHD1	9.32	11.70
tblVehicleEF	LHD1	1.0080e-003	8.6700e-004
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.10	1.32
tblVehicleEF	LHD1	2.10	1.84
tblVehicleEF	LHD1	0.28	0.33
tblVehicleEF	LHD1	1.1550e-003	0.02
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	2.6000e-004	2.2800e-004
tblVehicleEF	LHD1	1.1050e-003	9.1200e-004
tblVehicleEF	LHD1	2.5610e-003	2.4990e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3900e-004	3.4700e-004
tblVehicleEF	LHD1	7.1000e-004	1.64
tblVehicleEF	LHD1	0.10	0.15
tblVehicleEF	LHD1	0.02	0.26
tblVehicleEF	LHD1	3.1700e-004	8.0000e-005
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.41	0.65
tblVehicleEF	LHD1	0.08	0.10
tblVehicleEF	LHD1	9.3000e-005	9.2000e-005
tblVehicleEF	LHD1	7.4080e-003	7.7880e-003
tblVehicleEF	LHD1	9.2000e-005	1.1600e-004
tblVehicleEF	LHD1	7.1000e-004	1.64
tblVehicleEF	LHD1	0.10	0.15
tblVehicleEF	LHD1	0.03	0.36
tblVehicleEF	LHD1	3.1700e-004	8.0000e-005
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	0.41	0.65
tblVehicleEF	LHD1	0.09	0.11
tblVehicleEF	LHD2	1.8220e-003	0.02
tblVehicleEF	LHD2	8.2350e-003	9.0000e-003
tblVehicleEF	LHD2	4.7120e-003	5.1890e-003
tblVehicleEF	LHD2	0.11	0.63
tblVehicleEF	LHD2	0.86	0.15
tblVehicleEF	LHD2	0.34	1.34
tblVehicleEF	LHD2	16.04	15.20
tblVehicleEF	LHD2	721.68	769.54
tblVehicleEF	LHD2	4.06	6.64
tblVehicleEF	LHD2	2.2840e-003	2.0090e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	7.6360e-003	0.01
tblVehicleEF	LHD2	0.15	1.89
tblVehicleEF	LHD2	1.86	1.54
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.7450e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	7.0000e-005	4.3000e-005
tblVehicleEF	LHD2	1.6690e-003	1.4780e-003
tblVehicleEF	LHD2	2.8250e-003	2.7500e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.4000e-005	1.2300e-004
tblVehicleEF	LHD2	5.4400e-004	0.42
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.01	0.16
tblVehicleEF	LHD2	2.3400e-004	2.6200e-004
tblVehicleEF	LHD2	0.15	0.18
tblVehicleEF	LHD2	0.07	0.15
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.5200e-004	1.4500e-004
tblVehicleEF	LHD2	6.9100e-003	7.4040e-003
tblVehicleEF	LHD2	4.0000e-005	6.6000e-005
tblVehicleEF	LHD2	5.4400e-004	0.42
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.02	0.20
tblVehicleEF	LHD2	2.3400e-004	2.6200e-004
tblVehicleEF	LHD2	0.18	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	0.07	0.15
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.8280e-003	0.02
tblVehicleEF	LHD2	8.2950e-003	9.0440e-003
tblVehicleEF	LHD2	4.3730e-003	4.8250e-003
tblVehicleEF	LHD2	0.11	0.64
tblVehicleEF	LHD2	0.86	0.15
tblVehicleEF	LHD2	0.30	1.34
tblVehicleEF	LHD2	16.04	15.20
tblVehicleEF	LHD2	721.69	769.57
tblVehicleEF	LHD2	4.00	6.48
tblVehicleEF	LHD2	2.2850e-003	2.0110e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	7.2480e-003	0.01
tblVehicleEF	LHD2	0.15	1.89
tblVehicleEF	LHD2	1.77	1.46
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	1.7450e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	7.0000e-005	4.3000e-005
tblVehicleEF	LHD2	1.6690e-003	1.4780e-003
tblVehicleEF	LHD2	2.8250e-003	2.7500e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.4000e-005	1.2300e-004
tblVehicleEF	LHD2	1.5620e-003	0.56
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.16

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	5.4600e-004	4.5700e-004
tblVehicleEF	LHD2	0.15	0.18
tblVehicleEF	LHD2	0.07	0.14
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.5200e-004	1.4500e-004
tblVehicleEF	LHD2	6.9100e-003	7.4040e-003
tblVehicleEF	LHD2	4.0000e-005	6.4000e-005
tblVehicleEF	LHD2	1.5620e-003	0.56
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.20
tblVehicleEF	LHD2	5.4600e-004	4.5700e-004
tblVehicleEF	LHD2	0.18	0.20
tblVehicleEF	LHD2	0.07	0.14
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.8180e-003	0.02
tblVehicleEF	LHD2	8.1930e-003	8.9700e-003
tblVehicleEF	LHD2	4.9400e-003	5.4330e-003
tblVehicleEF	LHD2	0.11	0.63
tblVehicleEF	LHD2	0.85	0.15
tblVehicleEF	LHD2	0.36	1.34
tblVehicleEF	LHD2	16.04	15.20
tblVehicleEF	LHD2	721.67	769.51
tblVehicleEF	LHD2	4.10	6.72
tblVehicleEF	LHD2	2.2830e-003	2.0080e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	7.9540e-003	0.01
tblVehicleEF	LHD2	0.15	1.89
tblVehicleEF	LHD2	1.88	1.56
tblVehicleEF	LHD2	0.11	0.10

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	LHD2	1.7450e-003	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	7.0000e-005	4.3000e-005
tblVehicleEF	LHD2	1.6690e-003	1.4780e-003
tblVehicleEF	LHD2	2.8250e-003	2.7500e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.4000e-005	1.2300e-004
tblVehicleEF	LHD2	1.7500e-004	0.38
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.01	0.16
tblVehicleEF	LHD2	8.2000e-005	3.4000e-005
tblVehicleEF	LHD2	0.15	0.18
tblVehicleEF	LHD2	0.08	0.17
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.5200e-004	1.4500e-004
tblVehicleEF	LHD2	6.9100e-003	7.4040e-003
tblVehicleEF	LHD2	4.1000e-005	6.7000e-005
tblVehicleEF	LHD2	1.7500e-004	0.38
tblVehicleEF	LHD2	0.02	0.05
tblVehicleEF	LHD2	0.02	0.20
tblVehicleEF	LHD2	8.2000e-005	3.4000e-005
tblVehicleEF	LHD2	0.18	0.20
tblVehicleEF	LHD2	0.08	0.17
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	MCY	0.36	0.22
tblVehicleEF	MCY	0.28	0.24
tblVehicleEF	MCY	0.00	17.20

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MCY	21.89	8.4200e-003
tblVehicleEF	MCY	9.74	0.00
tblVehicleEF	MCY	216.40	223.35
tblVehicleEF	MCY	65.63	73.13
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.21	0.74
tblVehicleEF	MCY	0.28	0.19
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0160e-003	1.9560e-003
tblVehicleEF	MCY	3.1380e-003	3.5930e-003
tblVehicleEF	MCY	1.8900e-003	2.0980e-003
tblVehicleEF	MCY	2.9630e-003	3.3090e-003
tblVehicleEF	MCY	1.16	5.50
tblVehicleEF	MCY	0.95	0.81
tblVehicleEF	MCY	0.54	0.19
tblVehicleEF	MCY	2.54	1.53
tblVehicleEF	MCY	1.03	0.83
tblVehicleEF	MCY	2.24	1.88
tblVehicleEF	MCY	2.1410e-003	2.2100e-003
tblVehicleEF	MCY	6.4900e-004	7.2400e-004
tblVehicleEF	MCY	1.16	5.50
tblVehicleEF	MCY	0.95	0.81
tblVehicleEF	MCY	0.54	0.19
tblVehicleEF	MCY	3.09	1.80
tblVehicleEF	MCY	1.03	0.83
tblVehicleEF	MCY	2.43	2.05
tblVehicleEF	MCY	0.34	0.21
tblVehicleEF	MCY	0.22	0.19

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MCY	0.00	16.75
tblVehicleEF	MCY	20.77	8.4200e-003
tblVehicleEF	MCY	8.10	0.00
tblVehicleEF	MCY	214.12	217.02
tblVehicleEF	MCY	61.31	65.04
tblVehicleEF	MCY	0.06	0.07
tblVehicleEF	MCY	0.01	0.02
tblVehicleEF	MCY	1.02	0.62
tblVehicleEF	MCY	0.25	0.17
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0160e-003	1.9560e-003
tblVehicleEF	MCY	3.1380e-003	3.5930e-003
tblVehicleEF	MCY	1.8900e-003	2.0980e-003
tblVehicleEF	MCY	2.9630e-003	3.3090e-003
tblVehicleEF	MCY	3.88	9.23
tblVehicleEF	MCY	1.46	0.83
tblVehicleEF	MCY	1.61	0.33
tblVehicleEF	MCY	2.40	1.46
tblVehicleEF	MCY	0.99	0.76
tblVehicleEF	MCY	1.72	1.44
tblVehicleEF	MCY	2.1190e-003	2.1480e-003
tblVehicleEF	MCY	6.0700e-004	6.4400e-004
tblVehicleEF	MCY	3.88	9.23
tblVehicleEF	MCY	1.46	0.83
tblVehicleEF	MCY	1.61	0.33
tblVehicleEF	MCY	2.92	1.72
tblVehicleEF	MCY	0.99	0.76
tblVehicleEF	MCY	1.87	1.57
tblVehicleEF	MCY	0.37	0.22

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MCY	0.33	0.28
tblVehicleEF	MCY	0.00	18.05
tblVehicleEF	MCY	23.58	8.4200e-003
tblVehicleEF	MCY	11.09	0.00
tblVehicleEF	MCY	219.53	227.17
tblVehicleEF	MCY	69.05	77.44
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.29	0.78
tblVehicleEF	MCY	0.30	0.20
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0160e-003	1.9560e-003
tblVehicleEF	MCY	3.1380e-003	3.5930e-003
tblVehicleEF	MCY	1.8900e-003	2.0980e-003
tblVehicleEF	MCY	2.9630e-003	3.3090e-003
tblVehicleEF	MCY	0.25	4.51
tblVehicleEF	MCY	1.04	0.92
tblVehicleEF	MCY	0.13	0.01
tblVehicleEF	MCY	2.67	1.60
tblVehicleEF	MCY	1.19	0.97
tblVehicleEF	MCY	2.62	2.21
tblVehicleEF	MCY	2.1720e-003	2.2480e-003
tblVehicleEF	MCY	6.8300e-004	7.6600e-004
tblVehicleEF	MCY	0.25	4.51
tblVehicleEF	MCY	1.04	0.92
tblVehicleEF	MCY	0.13	0.01
tblVehicleEF	MCY	3.24	1.88
tblVehicleEF	MCY	1.19	0.97
tblVehicleEF	MCY	2.85	2.40

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	4.3610e-003	4.3240e-003
tblVehicleEF	MDV	0.09	0.13
tblVehicleEF	MDV	0.00	1.13
tblVehicleEF	MDV	0.97	0.03
tblVehicleEF	MDV	3.52	0.00
tblVehicleEF	MDV	400.27	409.93
tblVehicleEF	MDV	86.32	90.72
tblVehicleEF	MDV	9.2270e-003	0.01
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.39	0.55
tblVehicleEF	MDV	0.04	9.8980e-003
tblVehicleEF	MDV	1.6690e-003	1.5930e-003
tblVehicleEF	MDV	2.0180e-003	2.4250e-003
tblVehicleEF	MDV	1.5420e-003	1.9070e-003
tblVehicleEF	MDV	1.8560e-003	2.1470e-003
tblVehicleEF	MDV	0.10	2.25
tblVehicleEF	MDV	0.19	0.25
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.49	0.69
tblVehicleEF	MDV	3.8780e-003	4.0510e-003
tblVehicleEF	MDV	8.3700e-004	8.9800e-004
tblVehicleEF	MDV	0.10	2.25
tblVehicleEF	MDV	0.19	0.25
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.11

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	0.54	0.75
tblVehicleEF	MDV	4.9620e-003	4.6910e-003
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.00	1.50
tblVehicleEF	MDV	1.14	0.03
tblVehicleEF	MDV	2.68	0.00
tblVehicleEF	MDV	422.16	409.07
tblVehicleEF	MDV	84.61	88.79
tblVehicleEF	MDV	8.5790e-003	0.01
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.35	0.49
tblVehicleEF	MDV	0.04	9.8980e-003
tblVehicleEF	MDV	1.6690e-003	1.5930e-003
tblVehicleEF	MDV	2.0180e-003	2.4250e-003
tblVehicleEF	MDV	1.5420e-003	1.9070e-003
tblVehicleEF	MDV	1.8560e-003	2.1470e-003
tblVehicleEF	MDV	0.29	3.03
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	0.17	0.06
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.39	0.54
tblVehicleEF	MDV	4.0900e-003	4.0420e-003
tblVehicleEF	MDV	8.2000e-004	8.7900e-004
tblVehicleEF	MDV	0.29	3.03
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	0.17	0.06
tblVehicleEF	MDV	0.03	0.03

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.43	0.59
tblVehicleEF	MDV	4.1590e-003	4.1690e-003
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.00	1.05
tblVehicleEF	MDV	0.94	0.03
tblVehicleEF	MDV	4.14	0.00
tblVehicleEF	MDV	394.82	409.15
tblVehicleEF	MDV	87.55	92.05
tblVehicleEF	MDV	9.6230e-003	0.01
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.43	0.60
tblVehicleEF	MDV	0.04	9.8980e-003
tblVehicleEF	MDV	1.6690e-003	1.5930e-003
tblVehicleEF	MDV	2.0180e-003	2.4250e-003
tblVehicleEF	MDV	1.5420e-003	1.9070e-003
tblVehicleEF	MDV	1.8560e-003	2.1470e-003
tblVehicleEF	MDV	0.03	2.05
tblVehicleEF	MDV	0.20	0.25
tblVehicleEF	MDV	0.02	3.4740e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.56	0.78
tblVehicleEF	MDV	3.8250e-003	4.0430e-003
tblVehicleEF	MDV	8.4900e-004	9.1100e-004
tblVehicleEF	MDV	0.03	2.05
tblVehicleEF	MDV	0.20	0.25
tblVehicleEF	MDV	0.02	3.4740e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.62	0.85
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	1.12
tblVehicleEF	MH	1.32	0.08
tblVehicleEF	MH	2.03	0.00
tblVehicleEF	MH	1,556.51	1,571.75
tblVehicleEF	MH	17.47	19.72
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.17	2.05
tblVehicleEF	MH	0.24	0.29
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.2800e-004	2.5000e-004
tblVehicleEF	MH	3.3390e-003	3.3180e-003
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.1000e-004	2.9300e-004
tblVehicleEF	MH	0.75	3.05
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.22	0.17
tblVehicleEF	MH	0.09	0.09
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.7300e-004	1.9500e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MH	0.75	3.05
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.22	0.17
tblVehicleEF	MH	0.12	0.11
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.00	1.17
tblVehicleEF	MH	1.38	0.08
tblVehicleEF	MH	1.78	0.00
tblVehicleEF	MH	1,556.60	1,572.02
tblVehicleEF	MH	17.04	18.99
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.03	1.92
tblVehicleEF	MH	0.22	0.27
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.2800e-004	2.5000e-004
tblVehicleEF	MH	3.3390e-003	3.3180e-003
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.1000e-004	2.9300e-004
tblVehicleEF	MH	2.19	4.24
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.49	0.31
tblVehicleEF	MH	0.10	0.09
tblVehicleEF	MH	0.02	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MH	0.09	0.09
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.6900e-004	1.8800e-004
tblVehicleEF	MH	2.19	4.24
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.49	0.31
tblVehicleEF	MH	0.12	0.12
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.00	1.09
tblVehicleEF	MH	1.29	0.08
tblVehicleEF	MH	2.20	0.00
tblVehicleEF	MH	1,556.44	1,571.55
tblVehicleEF	MH	17.75	20.12
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.21	2.08
tblVehicleEF	MH	0.26	0.31
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.2800e-004	2.5000e-004
tblVehicleEF	MH	3.3390e-003	3.3180e-003
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	2.1000e-004	2.9300e-004
tblVehicleEF	MH	0.24	2.73
tblVehicleEF	MH	0.07	0.09

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MH	0.09	0.02
tblVehicleEF	MH	0.09	0.09
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.7600e-004	1.9900e-004
tblVehicleEF	MH	0.24	2.73
tblVehicleEF	MH	0.07	0.09
tblVehicleEF	MH	0.09	0.02
tblVehicleEF	MH	0.12	0.11
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.11	0.12
tblVehicleEF	MHD	3.3600e-003	0.03
tblVehicleEF	MHD	2.1250e-003	2.5480e-003
tblVehicleEF	MHD	8.8450e-003	3.7150e-003
tblVehicleEF	MHD	0.58	0.25
tblVehicleEF	MHD	0.27	0.20
tblVehicleEF	MHD	1.16	8.14
tblVehicleEF	MHD	139.17	142.79
tblVehicleEF	MHD	1,082.52	1,113.05
tblVehicleEF	MHD	8.62	11.86
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	6.2130e-003	7.9990e-003
tblVehicleEF	MHD	0.89	13.26
tblVehicleEF	MHD	1.79	1.09
tblVehicleEF	MHD	1.74	1.62
tblVehicleEF	MHD	7.3100e-004	0.02
tblVehicleEF	MHD	0.13	0.05

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	9.5570e-003	0.01
tblVehicleEF	MHD	1.1700e-004	5.0000e-005
tblVehicleEF	MHD	6.9900e-004	8.4100e-004
tblVehicleEF	MHD	9.1380e-003	8.0590e-003
tblVehicleEF	MHD	1.0700e-004	1.4300e-004
tblVehicleEF	MHD	4.3100e-004	0.25
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.02	0.30
tblVehicleEF	MHD	1.7600e-004	1.5400e-004
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3170e-003	1.3520e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.5000e-005	1.1700e-004
tblVehicleEF	MHD	4.3100e-004	0.25
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.03	0.37
tblVehicleEF	MHD	1.7600e-004	1.5400e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	3.1990e-003	0.03
tblVehicleEF	MHD	2.1860e-003	2.6160e-003
tblVehicleEF	MHD	8.1930e-003	3.4390e-003
tblVehicleEF	MHD	0.51	0.26
tblVehicleEF	MHD	0.28	0.20
tblVehicleEF	MHD	1.03	7.55
tblVehicleEF	MHD	139.17	143.24

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	1,082.53	1,113.08
tblVehicleEF	MHD	8.39	11.35
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	5.9090e-003	7.4930e-003
tblVehicleEF	MHD	0.88	12.96
tblVehicleEF	MHD	1.70	1.04
tblVehicleEF	MHD	1.73	1.61
tblVehicleEF	MHD	6.2300e-004	0.02
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	9.5570e-003	0.01
tblVehicleEF	MHD	1.1700e-004	5.0000e-005
tblVehicleEF	MHD	5.9600e-004	7.1500e-004
tblVehicleEF	MHD	9.1380e-003	8.0590e-003
tblVehicleEF	MHD	1.0700e-004	1.4300e-004
tblVehicleEF	MHD	1.2790e-003	0.39
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.30
tblVehicleEF	MHD	4.3400e-004	2.6700e-004
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3180e-003	1.3570e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.3000e-005	1.1200e-004
tblVehicleEF	MHD	1.2790e-003	0.39
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.36
tblVehicleEF	MHD	4.3400e-004	2.6700e-004

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	3.5160e-003	0.03
tblVehicleEF	MHD	2.0810e-003	2.4990e-003
tblVehicleEF	MHD	9.2990e-003	3.9060e-003
tblVehicleEF	MHD	0.64	0.25
tblVehicleEF	MHD	0.27	0.20
tblVehicleEF	MHD	1.26	8.82
tblVehicleEF	MHD	139.27	142.32
tblVehicleEF	MHD	1,082.51	1,113.03
tblVehicleEF	MHD	8.77	12.14
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	6.4780e-003	8.3090e-003
tblVehicleEF	MHD	0.91	13.67
tblVehicleEF	MHD	1.81	1.11
tblVehicleEF	MHD	1.74	1.62
tblVehicleEF	MHD	8.8000e-004	0.03
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	9.5570e-003	0.01
tblVehicleEF	MHD	1.1700e-004	5.0000e-005
tblVehicleEF	MHD	8.4200e-004	1.0150e-003
tblVehicleEF	MHD	9.1380e-003	8.0590e-003
tblVehicleEF	MHD	1.0700e-004	1.4300e-004
tblVehicleEF	MHD	1.2800e-004	0.22
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.02	0.30
tblVehicleEF	MHD	5.8000e-005	2.0000e-005

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	1.3180e-003	1.3480e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.7000e-005	1.2000e-004
tblVehicleEF	MHD	1.2800e-004	0.22
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.03	0.36
tblVehicleEF	MHD	5.8000e-005	2.0000e-005
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	OBUS	7.4360e-003	0.09
tblVehicleEF	OBUS	6.8750e-003	0.01
tblVehicleEF	OBUS	0.02	9.6100e-003
tblVehicleEF	OBUS	0.65	0.70
tblVehicleEF	OBUS	0.86	0.17
tblVehicleEF	OBUS	2.78	8.47
tblVehicleEF	OBUS	101.76	183.31
tblVehicleEF	OBUS	1,372.58	1,475.89
tblVehicleEF	OBUS	18.07	16.49
tblVehicleEF	OBUS	0.01	0.03
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.41	6.86
tblVehicleEF	OBUS	1.60	1.68
tblVehicleEF	OBUS	1.00	1.29
tblVehicleEF	OBUS	1.3800e-004	0.01

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	9.0190e-003	0.04
tblVehicleEF	OBUS	2.0400e-004	7.8000e-005
tblVehicleEF	OBUS	1.3200e-004	2.6200e-004
tblVehicleEF	OBUS	8.6140e-003	0.01
tblVehicleEF	OBUS	1.8800e-004	1.5500e-004
tblVehicleEF	OBUS	1.5930e-003	0.89
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.63
tblVehicleEF	OBUS	5.4800e-004	3.6800e-004
tblVehicleEF	OBUS	0.04	0.10
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.12	0.05
tblVehicleEF	OBUS	9.6700e-004	1.7370e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.7900e-004	1.6300e-004
tblVehicleEF	OBUS	1.5930e-003	0.89
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.07	0.80
tblVehicleEF	OBUS	5.4800e-004	3.6800e-004
tblVehicleEF	OBUS	0.06	0.13
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.13	0.06
tblVehicleEF	OBUS	7.5440e-003	0.09
tblVehicleEF	OBUS	7.1540e-003	0.01
tblVehicleEF	OBUS	0.02	8.8650e-003
tblVehicleEF	OBUS	0.65	0.72
tblVehicleEF	OBUS	0.90	0.17
tblVehicleEF	OBUS	2.43	8.31

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	100.55	181.01
tblVehicleEF	OBUS	1,372.64	1,475.96
tblVehicleEF	OBUS	17.48	15.82
tblVehicleEF	OBUS	0.01	0.03
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.39	6.59
tblVehicleEF	OBUS	1.51	1.60
tblVehicleEF	OBUS	0.98	1.28
tblVehicleEF	OBUS	1.2200e-004	0.01
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	9.0190e-003	0.04
tblVehicleEF	OBUS	2.0400e-004	7.8000e-005
tblVehicleEF	OBUS	1.1700e-004	2.3200e-004
tblVehicleEF	OBUS	8.6140e-003	0.01
tblVehicleEF	OBUS	1.8800e-004	1.5500e-004
tblVehicleEF	OBUS	4.4540e-003	1.34
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.65
tblVehicleEF	OBUS	1.1940e-003	6.5300e-004
tblVehicleEF	OBUS	0.04	0.10
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.11	0.05
tblVehicleEF	OBUS	9.5500e-004	1.7150e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.7300e-004	1.5700e-004
tblVehicleEF	OBUS	4.4540e-003	1.34
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.07	0.82

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	1.1940e-003	6.5300e-004
tblVehicleEF	OBUS	0.06	0.13
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.12	0.05
tblVehicleEF	OBUS	7.3080e-003	0.09
tblVehicleEF	OBUS	6.6770e-003	0.01
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.66	0.69
tblVehicleEF	OBUS	0.84	0.17
tblVehicleEF	OBUS	3.01	8.69
tblVehicleEF	OBUS	103.44	186.48
tblVehicleEF	OBUS	1,372.54	1,475.84
tblVehicleEF	OBUS	18.46	16.86
tblVehicleEF	OBUS	0.01	0.03
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.44	7.24
tblVehicleEF	OBUS	1.62	1.70
tblVehicleEF	OBUS	1.01	1.30
tblVehicleEF	OBUS	1.5900e-004	0.02
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	9.0190e-003	0.04
tblVehicleEF	OBUS	2.0400e-004	7.8000e-005
tblVehicleEF	OBUS	1.5200e-004	3.0200e-004
tblVehicleEF	OBUS	8.6140e-003	0.01
tblVehicleEF	OBUS	1.8800e-004	1.5500e-004
tblVehicleEF	OBUS	5.6800e-004	0.81
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.60

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	OBUS	2.2000e-004	5.6000e-005
tblVehicleEF	OBUS	0.04	0.10
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.13	0.06
tblVehicleEF	OBUS	9.8300e-004	1.7670e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.8300e-004	1.6700e-004
tblVehicleEF	OBUS	5.6800e-004	0.81
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.07	0.76
tblVehicleEF	OBUS	2.2000e-004	5.6000e-005
tblVehicleEF	OBUS	0.06	0.13
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.14	0.06
tblVehicleEF	SBUS	0.02	0.42
tblVehicleEF	SBUS	0.01	9.4050e-003
tblVehicleEF	SBUS	3.4210e-003	0.02
tblVehicleEF	SBUS	1.31	0.98
tblVehicleEF	SBUS	0.85	0.12
tblVehicleEF	SBUS	0.63	17.91
tblVehicleEF	SBUS	329.50	320.63
tblVehicleEF	SBUS	1,098.41	1,108.97
tblVehicleEF	SBUS	2.45	1.16
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.16	0.16
tblVehicleEF	SBUS	1.8320e-003	1.1770e-003
tblVehicleEF	SBUS	3.86	20.97
tblVehicleEF	SBUS	7.11	4.61
tblVehicleEF	SBUS	0.76	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	5.0480e-003	0.03
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	3.5000e-005	1.7400e-004
tblVehicleEF	SBUS	4.8290e-003	5.3920e-003
tblVehicleEF	SBUS	2.8640e-003	2.9050e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.2000e-005	1.3000e-005
tblVehicleEF	SBUS	9.6000e-004	0.83
tblVehicleEF	SBUS	8.7890e-003	7.3000e-004
tblVehicleEF	SBUS	0.13	2.00
tblVehicleEF	SBUS	2.4600e-004	1.7000e-005
tblVehicleEF	SBUS	0.13	0.09
tblVehicleEF	SBUS	0.02	1.8370e-003
tblVehicleEF	SBUS	0.02	0.12
tblVehicleEF	SBUS	3.1250e-003	3.0350e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.4000e-005	1.1000e-005
tblVehicleEF	SBUS	9.6000e-004	0.83
tblVehicleEF	SBUS	8.7890e-003	7.3000e-004
tblVehicleEF	SBUS	0.18	2.88
tblVehicleEF	SBUS	2.4600e-004	1.7000e-005
tblVehicleEF	SBUS	0.15	0.11
tblVehicleEF	SBUS	0.02	1.8370e-003
tblVehicleEF	SBUS	0.02	0.13
tblVehicleEF	SBUS	0.02	0.42
tblVehicleEF	SBUS	0.01	9.6850e-003
tblVehicleEF	SBUS	2.6630e-003	0.01

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	1.27	1.02
tblVehicleEF	SBUS	0.87	0.12
tblVehicleEF	SBUS	0.40	17.68
tblVehicleEF	SBUS	339.85	331.74
tblVehicleEF	SBUS	1,098.45	1,108.98
tblVehicleEF	SBUS	2.07	1.01
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.16	0.16
tblVehicleEF	SBUS	1.7190e-003	1.1050e-003
tblVehicleEF	SBUS	3.96	21.39
tblVehicleEF	SBUS	6.74	4.36
tblVehicleEF	SBUS	0.76	0.47
tblVehicleEF	SBUS	4.2620e-003	0.02
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	3.5000e-005	1.7400e-004
tblVehicleEF	SBUS	4.0780e-003	4.5510e-003
tblVehicleEF	SBUS	2.8640e-003	2.9050e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.2000e-005	1.3000e-005
tblVehicleEF	SBUS	2.9390e-003	1.46
tblVehicleEF	SBUS	0.01	7.3600e-004
tblVehicleEF	SBUS	0.13	2.00
tblVehicleEF	SBUS	6.0100e-004	2.8000e-005
tblVehicleEF	SBUS	0.13	0.09
tblVehicleEF	SBUS	0.02	1.5350e-003
tblVehicleEF	SBUS	0.02	0.09
tblVehicleEF	SBUS	3.2230e-003	3.1400e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.0000e-005	1.0000e-005
tblVehicleEF	SBUS	2.9390e-003	1.46
tblVehicleEF	SBUS	0.01	7.3600e-004
tblVehicleEF	SBUS	0.18	2.88
tblVehicleEF	SBUS	6.0100e-004	2.8000e-005
tblVehicleEF	SBUS	0.15	0.12
tblVehicleEF	SBUS	0.02	1.5350e-003
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.02	0.42
tblVehicleEF	SBUS	9.9210e-003	9.2250e-003
tblVehicleEF	SBUS	3.8640e-003	0.02
tblVehicleEF	SBUS	1.37	0.96
tblVehicleEF	SBUS	0.83	0.12
tblVehicleEF	SBUS	0.77	18.22
tblVehicleEF	SBUS	315.21	305.28
tblVehicleEF	SBUS	1,098.38	1,108.97
tblVehicleEF	SBUS	2.68	1.24
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.16	0.16
tblVehicleEF	SBUS	1.9210e-003	1.2290e-003
tblVehicleEF	SBUS	3.73	20.39
tblVehicleEF	SBUS	7.19	4.66
tblVehicleEF	SBUS	0.76	0.49
tblVehicleEF	SBUS	6.1330e-003	0.03
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	3.5000e-005	1.7400e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	SBUS	5.8680e-003	6.5530e-003
tblVehicleEF	SBUS	2.8640e-003	2.9050e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.2000e-005	1.3000e-005
tblVehicleEF	SBUS	2.9000e-004	0.69
tblVehicleEF	SBUS	8.9230e-003	7.3600e-004
tblVehicleEF	SBUS	0.13	2.00
tblVehicleEF	SBUS	1.0200e-004	3.0000e-006
tblVehicleEF	SBUS	0.13	0.09
tblVehicleEF	SBUS	0.03	2.4220e-003
tblVehicleEF	SBUS	0.02	0.13
tblVehicleEF	SBUS	2.9900e-003	2.8900e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.7000e-005	1.2000e-005
tblVehicleEF	SBUS	2.9000e-004	0.69
tblVehicleEF	SBUS	8.9230e-003	7.3600e-004
tblVehicleEF	SBUS	0.18	2.88
tblVehicleEF	SBUS	1.0200e-004	3.0000e-006
tblVehicleEF	SBUS	0.15	0.11
tblVehicleEF	SBUS	0.03	2.4220e-003
tblVehicleEF	SBUS	0.03	0.14
tblVehicleEF	UBUS	0.83	2.9490e-003
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	0.00	0.12
tblVehicleEF	UBUS	6.45	0.14
tblVehicleEF	UBUS	3.01	0.00
tblVehicleEF	UBUS	1,562.30	0.00
tblVehicleEF	UBUS	30.90	0.00
tblVehicleEF	UBUS	0.15	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.43	0.29
tblVehicleEF	UBUS	0.29	0.27
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.0130e-003	4.5220e-003
tblVehicleEF	UBUS	3.1700e-004	2.7200e-004
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	5.0200e-003	0.00
tblVehicleEF	UBUS	3.8030e-003	0.00
tblVehicleEF	UBUS	2.9200e-004	0.00
tblVehicleEF	UBUS	1.1700e-003	0.13
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	5.1700e-004	0.00
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	3.0160e-003	0.00
tblVehicleEF	UBUS	0.16	0.17
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	3.0600e-004	0.00
tblVehicleEF	UBUS	1.1700e-003	0.13
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	5.1700e-004	0.00
tblVehicleEF	UBUS	0.86	0.05
tblVehicleEF	UBUS	3.0160e-003	0.00
tblVehicleEF	UBUS	0.17	0.18
tblVehicleEF	UBUS	0.83	3.0010e-003
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.00	0.13
tblVehicleEF	UBUS	6.45	0.14

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	2.28	0.00
tblVehicleEF	UBUS	1,562.31	0.00
tblVehicleEF	UBUS	29.67	0.00
tblVehicleEF	UBUS	0.14	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.41	0.28
tblVehicleEF	UBUS	0.26	0.25
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.0130e-003	4.5220e-003
tblVehicleEF	UBUS	3.1700e-004	2.7200e-004
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	5.0200e-003	0.00
tblVehicleEF	UBUS	3.8030e-003	0.00
tblVehicleEF	UBUS	2.9200e-004	0.00
tblVehicleEF	UBUS	3.5480e-003	0.25
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	1.3380e-003	0.00
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	2.8260e-003	0.00
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	2.9400e-004	0.00
tblVehicleEF	UBUS	3.5480e-003	0.25
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	1.3380e-003	0.00
tblVehicleEF	UBUS	0.86	0.05
tblVehicleEF	UBUS	2.8260e-003	0.00
tblVehicleEF	UBUS	0.15	0.16

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	0.83	2.9140e-003
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	0.00	0.12
tblVehicleEF	UBUS	6.45	0.14
tblVehicleEF	UBUS	3.52	0.00
tblVehicleEF	UBUS	1,562.29	0.00
tblVehicleEF	UBUS	31.76	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.43	0.29
tblVehicleEF	UBUS	0.30	0.29
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.0130e-003	4.5220e-003
tblVehicleEF	UBUS	3.1700e-004	2.7200e-004
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	5.0200e-003	0.00
tblVehicleEF	UBUS	3.8030e-003	0.00
tblVehicleEF	UBUS	2.9200e-004	0.00
tblVehicleEF	UBUS	3.7300e-004	0.11
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.8800e-004	0.00
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	3.7740e-003	0.00
tblVehicleEF	UBUS	0.17	0.19
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	3.1400e-004	0.00
tblVehicleEF	UBUS	3.7300e-004	0.11
tblVehicleEF	UBUS	0.01	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleEF	UBUS	1.8800e-004	0.00
tblVehicleEF	UBUS	0.86	0.05
tblVehicleEF	UBUS	3.7740e-003	0.00
tblVehicleEF	UBUS	0.19	0.20
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CC_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CNW_TL	6.60	2.60
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	CW_TL	14.70	2.60
tblVehicleTrips	ST_TR	20.87	3.63
tblVehicleTrips	ST_TR	9.10	0.15
tblVehicleTrips	SU_TR	26.73	3.63
tblVehicleTrips	SU_TR	13.60	0.15
tblVehicleTrips	WD_TR	32.93	3.63
tblVehicleTrips	WD_TR	28.82	0.15

2.0 Emissions Summary

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.8090	18.8195	14.9162	0.0322	7.2103	0.8555	7.9533	3.4586	0.7996	4.1422	0.0000	3,173.2805	3,173.2805	0.6486	0.1126	3,221.7903
2023	57.4335	12.4209	13.9661	0.0274	0.4120	0.5198	0.9318	0.1108	0.5018	0.6126	0.0000	2,557.6970	2,557.6970	0.4152	0.0433	2,579.3040
Maximum	**57.4335**	**18.8195**	**14.9162**	**0.0322**	**7.2103**	**0.8555**	**7.9533**	**3.4586**	**0.7996**	**4.1422**	**0.0000**	**3,173.2805**	**3,173.2805**	**0.6486**	**0.1126**	**3,221.7903**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.8090	18.8195	14.9162	0.0322	7.2103	0.8555	7.9533	3.4586	0.7996	4.1422	0.0000	3,173.2805	3,173.2805	0.6486	0.1126	3,221.7903
2023	57.4335	12.4209	13.9661	0.0274	0.4120	0.5198	0.9318	0.1108	0.5018	0.6126	0.0000	2,557.6970	2,557.6970	0.4152	0.0433	2,579.3040
Maximum	**57.4335**	**18.8195**	**14.9162**	**0.0322**	**7.2103**	**0.8555**	**7.9533**	**3.4586**	**0.7996**	**4.1422**	**0.0000**	**3,173.2805**	**3,173.2805**	**0.6486**	**0.1126**	**3,221.7903**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7134	6.0000e-005	6.5500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0141	0.0141	4.0000e-005		0.0150
Energy	6.3500e-003	0.0577	0.0485	3.5000e-004		4.3800e-003	4.3800e-003		4.3800e-003	4.3800e-003		69.2321	69.2321	1.3300e-003	1.2700e-003	69.6435
Mobile	1.8865	0.5685	1.1648	3.1300e-003	0.2575	5.1000e-003	0.2626	0.0745	3.7500e-003	0.0782		317.9153	317.9153	0.0510	0.0291	327.8731
Total	**3.6062**	**0.6262**	**1.2198**	**3.4800e-003**	**0.2575**	**9.5000e-003**	**0.2670**	**0.0745**	**8.1500e-003**	**0.0826**		**387.1615**	**387.1615**	**0.0524**	**0.0304**	**397.5316**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7134	6.0000e-005	6.5500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0141	0.0141	4.0000e-005		0.0150
Energy	6.3500e-003	0.0577	0.0485	3.5000e-004		4.3800e-003	4.3800e-003		4.3800e-003	4.3800e-003		69.2321	69.2321	1.3300e-003	1.2700e-003	69.6435
Mobile	1.8865	0.5685	1.1648	3.1300e-003	0.2575	5.1000e-003	0.2626	0.0745	3.7500e-003	0.0782		317.9153	317.9153	0.0510	0.0291	327.8731
Total	**3.6062**	**0.6262**	**1.2198**	**3.4800e-003**	**0.2575**	**9.5000e-003**	**0.2670**	**0.0745**	**8.1500e-003**	**0.0826**		**387.1615**	**387.1615**	**0.0524**	**0.0304**	**397.5316**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/1/2022	5	2	
3	Grading	Grading	2/2/2022	2/7/2022	5	4	
4	Building Construction	Building Construction	1/1/2023	10/6/2023	5	200	
5	Paving	Paving	10/7/2023	10/20/2023	5	10	
6	Architectural Coating	Architectural Coating	10/21/2023	11/3/2023	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 92,583; Non-Residential Outdoor: 30,861; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	177.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	27.00	11.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9495	0.0000	1.9495	0.2952	0.0000	0.2952			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**1.9495**	**0.8379**	**2.7874**	**0.2952**	**0.7829**	**1.0781**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0490	2.1547	0.3228	6.5500e-003	0.1535	0.0166	0.1701	0.0420	0.0159	0.0579		692.7822	692.7822	2.3700e-003	0.1086	725.1893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0710	0.0431	0.6329	1.5400e-003	0.1661	9.5000e-004	0.1670	0.0440	8.8000e-004	0.0449		157.0815	157.0815	4.2300e-003	4.0100e-003	158.3819
Total	**0.1200**	**2.1978**	**0.9557**	**8.0900e-003**	**0.3196**	**0.0176**	**0.3371**	**0.0860**	**0.0168**	**0.1028**		**849.8637**	**849.8637**	**6.6000e-003**	**0.1126**	**883.5712**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9495	0.0000	1.9495	0.2952	0.0000	0.2952			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**1.9495**	**0.8379**	**2.7874**	**0.2952**	**0.7829**	**1.0781**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0490	2.1547	0.3228	6.5500e-003	0.1535	0.0166	0.1701	0.0420	0.0159	0.0579		692.7822	692.7822	2.3700e-003	0.1086	725.1893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0710	0.0431	0.6329	1.5400e-003	0.1661	9.5000e-004	0.1670	0.0440	8.8000e-004	0.0449		157.0815	157.0815	4.2300e-003	4.0100e-003	158.3819
Total	**0.1200**	**2.1978**	**0.9557**	**8.0900e-003**	**0.3196**	**0.0176**	**0.3371**	**0.0860**	**0.0168**	**0.1028**		**849.8637**	**849.8637**	**6.6000e-003**	**0.1126**	**883.5712**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0437	0.0265	0.3895	9.5000e-004	0.1022	5.8000e-004	0.1028	0.0271	5.4000e-004	0.0276		96.6655	96.6655	2.6000e-003	2.4700e-003	97.4658
Total	**0.0437**	**0.0265**	**0.3895**	**9.5000e-004**	**0.1022**	**5.8000e-004**	**0.1028**	**0.0271**	**5.4000e-004**	**0.0276**		**96.6655**	**96.6655**	**2.6000e-003**	**2.4700e-003**	**97.4658**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0437	0.0265	0.3895	9.5000e-004	0.1022	5.8000e-004	0.1028	0.0271	5.4000e-004	0.0276		96.6655	96.6655	2.6000e-003	2.4700e-003	97.4658
Total	**0.0437**	**0.0265**	**0.3895**	**9.5000e-004**	**0.1022**	**5.8000e-004**	**0.1028**	**0.0271**	**5.4000e-004**	**0.0276**		**96.6655**	**96.6655**	**2.6000e-003**	**2.4700e-003**	**97.4658**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0546	0.0331	0.4868	1.1900e-003	0.1277	7.3000e-004	0.1285	0.0339	6.7000e-004	0.0346		120.8319	120.8319	3.2500e-003	3.0800e-003	121.8323
Total	**0.0546**	**0.0331**	**0.4868**	**1.1900e-003**	**0.1277**	**7.3000e-004**	**0.1285**	**0.0339**	**6.7000e-004**	**0.0346**		**120.8319**	**120.8319**	**3.2500e-003**	**3.0800e-003**	**121.8323**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0546	0.0331	0.4868	1.1900e-003	0.1277	7.3000e-004	0.1285	0.0339	6.7000e-004	0.0346		120.8319	120.8319	3.2500e-003	3.0800e-003	121.8323
Total	**0.0546**	**0.0331**	**0.4868**	**1.1900e-003**	**0.1277**	**7.3000e-004**	**0.1285**	**0.0339**	**6.7000e-004**	**0.0346**		**120.8319**	**120.8319**	**3.2500e-003**	**3.0800e-003**	**121.8323**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0150	0.6313	0.1481	2.2500e-003	0.0671	3.4300e-003	0.0706	0.0193	3.2800e-003	0.0226		237.6689	237.6689	8.0000e-004	0.0356	248.2925
Worker	0.1382	0.0792	1.2069	3.1100e-003	0.3449	1.8600e-003	0.3467	0.0915	1.7100e-003	0.0932		318.2404	318.2404	7.8900e-003	7.6800e-003	320.7258
Total	**0.1532**	**0.7105**	**1.3550**	**5.3600e-003**	**0.4120**	**5.2900e-003**	**0.4173**	**0.1108**	**4.9900e-003**	**0.1158**		**555.9093**	**555.9093**	**8.6900e-003**	**0.0433**	**569.0183**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0150	0.6313	0.1481	2.2500e-003	0.0671	3.4300e-003	0.0706	0.0193	3.2800e-003	0.0226		237.6689	237.6689	8.0000e-004	0.0356	248.2925
Worker	0.1382	0.0792	1.2069	3.1100e-003	0.3449	1.8600e-003	0.3467	0.0915	1.7100e-003	0.0932		318.2404	318.2404	7.8900e-003	7.6800e-003	320.7258
Total	**0.1532**	**0.7105**	**1.3550**	**5.3600e-003**	**0.4120**	**5.2900e-003**	**0.4173**	**0.1108**	**4.9900e-003**	**0.1158**		**555.9093**	**555.9093**	**8.6900e-003**	**0.0433**	**569.0183**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0665	0.0381	0.5811	1.5000e-003	0.1661	9.0000e-004	0.1669	0.0440	8.2000e-004	0.0449		153.2269	153.2269	3.8000e-003	3.7000e-003	154.4235
Total	**0.0665**	**0.0381**	**0.5811**	**1.5000e-003**	**0.1661**	**9.0000e-004**	**0.1669**	**0.0440**	**8.2000e-004**	**0.0449**		**153.2269**	**153.2269**	**3.8000e-003**	**3.7000e-003**	**154.4235**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0665	0.0381	0.5811	1.5000e-003	0.1661	9.0000e-004	0.1669	0.0440	8.2000e-004	0.0449		153.2269	153.2269	3.8000e-003	3.7000e-003	154.4235
Total	**0.0665**	**0.0381**	**0.5811**	**1.5000e-003**	**0.1661**	**9.0000e-004**	**0.1669**	**0.0440**	**8.2000e-004**	**0.0449**		**153.2269**	**153.2269**	**3.8000e-003**	**3.7000e-003**	**154.4235**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.2163					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**57.4080**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0147	0.2235	5.8000e-004	0.0639	3.4000e-004	0.0642	0.0169	3.2000e-004	0.0173		58.9334	58.9334	1.4600e-003	1.4200e-003	59.3937
Total	**0.0256**	**0.0147**	**0.2235**	**5.8000e-004**	**0.0639**	**3.4000e-004**	**0.0642**	**0.0169**	**3.2000e-004**	**0.0173**		**58.9334**	**58.9334**	**1.4600e-003**	**1.4200e-003**	**59.3937**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.2163					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**57.4080**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0147	0.2235	5.8000e-004	0.0639	3.4000e-004	0.0642	0.0169	3.2000e-004	0.0173		58.9334	58.9334	1.4600e-003	1.4200e-003	59.3937
Total	**0.0256**	**0.0147**	**0.2235**	**5.8000e-004**	**0.0639**	**3.4000e-004**	**0.0642**	**0.0169**	**3.2000e-004**	**0.0173**		**58.9334**	**58.9334**	**1.4600e-003**	**1.4200e-003**	**59.3937**

56 Acre Master Plan - Multigenerational Center - El Dorado-Lake Tahoe County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8865	0.5685	1.1648	3.1300e-003	0.2575	5.1000e-003	0.2626	0.0745	3.7500e-003	0.0782		317.9153	317.9153	0.0510	0.0291	327.8731
Unmitigated	1.8865	0.5685	1.1648	3.1300e-003	0.2575	5.1000e-003	0.2626	0.0745	3.7500e-003	0.0782		317.9153	317.9153	0.0510	0.0291	327.8731

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Health Club	224.05	224.05	224.05	131,670	131,670
Recreational Swimming Pool	0.38	0.38	0.38	220	220
Total	224.43	224.43	224.43	131,890	131,890

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Health Club	2.60	2.60	2.60	16.90	64.10	19.00	52	39	9
Recreational Swimming Pool	2.60	2.60	2.60	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Health Club	0.432255	0.063343	0.225240	0.158296	0.047221	0.009429	0.011320	0.004341	0.000681	0.000465	0.038076	0.001344	0.007989
Recreational Swimming Pool	0.432255	0.063343	0.225240	0.158296	0.047221	0.009429	0.011320	0.004341	0.000681	0.000465	0.038076	0.001344	0.007989

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	6.3500e-003	0.0577	0.0485	3.5000e-004		4.3800e-003	4.3800e-003		4.3800e-003	4.3800e-003		69.2321	69.2321	1.3300e-003	1.2700e-003	69.6435
NaturalGas Unmitigated	6.3500e-003	0.0577	0.0485	3.5000e-004		4.3800e-003	4.3800e-003		4.3800e-003	4.3800e-003		69.2321	69.2321	1.3300e-003	1.2700e-003	69.6435

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Health Club	588.473	6.3500e-003	0.0577	0.0485	3.5000e-004		4.3800e-003	4.3800e-003		4.3800e-003	4.3800e-003		69.2321	69.2321	1.3300e-003	1.2700e-003	69.6435
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.3500e-003**	**0.0577**	**0.0485**	**3.5000e-004**		**4.3800e-003**	**4.3800e-003**		**4.3800e-003**	**4.3800e-003**		**69.2321**	**69.2321**	**1.3300e-003**	**1.2700e-003**	**69.6435**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Health Club	0.588473	6.3500e-003	0.0577	0.0485	3.5000e-004		4.3800e-003	4.3800e-003		4.3800e-003	4.3800e-003		69.2321	69.2321	1.3300e-003	1.2700e-003	69.6435
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.3500e-003**	**0.0577**	**0.0485**	**3.5000e-004**		**4.3800e-003**	**4.3800e-003**		**4.3800e-003**	**4.3800e-003**		**69.2321**	**69.2321**	**1.3300e-003**	**1.2700e-003**	**69.6435**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7134	6.0000e-005	6.5500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0141	0.0141	4.0000e-005		0.0150
Unmitigated	1.7134	6.0000e-005	6.5500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0141	0.0141	4.0000e-005		0.0150

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3919					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3209					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.5500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0141	0.0141	4.0000e-005		0.0150
Total	**1.7133**	**6.0000e-005**	**6.5500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0141**	**0.0141**	**4.0000e-005**		**0.0150**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3919					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3209					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.5500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0141	0.0141	4.0000e-005		0.0150
Total	**1.7133**	**6.0000e-005**	**6.5500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0141**	**0.0141**	**4.0000e-005**		**0.0150**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Energy Calculations Summary

Construction Fuel Usage Summary

Construction Year	Diesel Off-road Equipment (gallons)	Gasoline On-road (gallons)	Diesel On-road (gallons)	Diesel Combined
2022	18,616	31,908	96	18,712
2023	18,108	33,829	95	18,203
2024	16,033	26,679	94	16,127
2025	54	201	0	54

Total Gasoline	**92,616**	**gallons**
Total Diesel	**53,096**	**gallons**

2025 Construction Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of days	Average Daily Factor	Diesel Fuel Usage
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40	7	0.6	498
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37	7	0.6	241
Grading	Excavators	2	8.00	158	0.38	14	0.6	403
Grading	Graders	1	8.00	187	0.41	14	0.6	258
Grading	Rubber Tired Dozers	1	8.00	247	0.40	14	0.6	332
Grading	Scrapers	2	8.00	367	0.48	14	0.6	1,184
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37	14	0.6	241
Building	Cranes	1	7.00	231	0.29	240	0.6	3,376
Building	Forklifts	3	8.00	89	0.20	240	0.6	3,076
Building Construction	Generator Sets	1	8.00	84	0.74	240	0.6	3,580
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37	240	0.6	5,427
							TOTAL	**18,616**

2026 Construction Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of days	Average Daily Factor	Diesel Fuel Usage
Building Construction	Cranes	1	7.00	231	0.29	261	0.6	3,672
Building Construction	Forklifts	3	8.00	89	0.20	261	0.6	3,345
Building Construction	Generator Sets	1	8.00	84	0.74	261	0.6	3,894
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37	261	0.6	5,901
Building Construction	Welders	1	8.00	46	0.45	261	0.6	1,297
							TOTAL	**18,108**

2027 Construction Offroad Equipment

Phase Name	Offroad Equipment	Amount	Usage Hours	Horse Power	Load Factor	Number of days	Average Daily Factor	Diesel Fuel Usage
Building Construction	Cranes	1	7.00	231	0.29	199	0.6	2,800
Building Construction	Forklifts	3	8.00	89	0.20	199	0.6	2,550
Building Construction	Generator Sets	1	8.00	84	0.74	199	0.6	2,969
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37	199	0.6	4,500
Building Construction	Welders	1	8.00	46	0.45	199	0.6	989
Paving	Pavers	2	8.00	130	0.42	35	0.6	917
Paving	Paving Equipment	2	8.00	132	0.36	35	0.6	798
Paving	Rollers	2	8.00	80	0.38	35	0.6	511
Architectural Coating	Air Compressors	1	6.00	78	0.48	27	0.6	182
							TOTAL	**16,033**

	Year	Start Date	End Date	Network Days
Site Preparation	2025	1/1/2025	1/9/2025	7
Grading	2025	1/10/2025	1/29/2025	14
Building Construction	2025	1/30/2025	12/31/2025	240
Building Construction	2026	1/1/2026	12/31/2026	261
Building Construction	2027	1/1/2027	10/6/2027	199
Paving	2027	10/7/2027	11/24/2027	35
Architectural Coating	2027	11/25/2027	12/31/2027	27
Architectural Coating	2028	1/1/2028	1/12/2028	8

2028 Construction Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of days	Average Daily Factor	Diesel Fuel Usage
Architectural Coating	Air Compressors	1	6.00	78	0.48	8	0.6	54
							TOTAL	**54**

Trips and VMT

2025

Phase Name	Daily Worker Trip	Days per Year	Total Worker Trips	Total Vendor Trips	Total Hauling Trips	Worker Trip Length (miles)	Vendor Trip Length (miles)	Haul Trip Length (miles)	Total Worker Trip Length (miles)	Total Vendor Trip Length (miles)	Total Haul Trip Length (miles)	**Total gallons of gasoline**	**Total gallons of diesel**
Site Preparation	18.00	7	126	0.00	0.00	16.80	6.60	20.00	2116.8	0	0	**74**	**0**
Grading	20.00	14	280	0.00	0.00	16.80	6.60	20.00	4704	0	0	**164**	**0**
Building Construction	225.00	240	54000	89.00	0.00	16.80	6.60	20.00	907200	587.4	0	**31,670**	**96**
											TOTAL	**31,908**	**96**

2026

Phase Name	Daily Worker Trip	Days per Year	Total Worker Trips	Total Vendor Trips	Total Hauling Trips	Worker Trip Length (miles)	Vendor Trip Length (miles)	Haul Trip Length (miles)	Total Worker Trip Length (miles)	Total Vendor Trip Length (miles)	Total Haul Trip Length (miles)	**Total gallons of gasoline**	**Total gallons of diesel**
Building Construction	225.00	261	58725	89.00	0.00	16.80	6.60	20.00	986580	587.4	0	**33,829**	**95**
											TOTAL	**33,829**	**95**

2027

Phase Name	Daily Worker Trip	Days per Year	Total Worker Trips	Total Vendor Trips	Total Hauling Trips	Worker Trip Length (miles)	Vendor Trip Length (miles)	Haul Trip Length (miles)	Total Worker Trip Length (miles)	Total Vendor Trip Length (miles)	Total Haul Trip Length (miles)	**Total gallons of gasoline**	**Total gallons of diesel**
Building Construction	225.00	199	44775	89.00	0.00	16.80	6.60	20.00	752220	587.4	0	**25,681**	**94**
Paving	15.00	35	525	0.00	0.00	16.80	6.60	20.00	8820	0	0	**301**	**0**
Architectural Coating	45.00	27	1215	0.00	0.00	16.80	6.60	20.00	20412	0	0	**697**	**0**
											TOTAL	**26,679**	**94**

2028

Phase Name	Daily Worker Trip	Days per Year	Total Worker Trips	Total Vendor Trips	Total Hauling Trips	Worker Trip Length (miles)	Vendor Trip Length (miles)	Haul Trip Length (miles)	Total Worker Trip Length (miles)	Total Vendor Trip Length (miles)	Total Haul Trip Length (miles)	**Total gallons of gasoline**	**Total gallons of diesel**
Architectural Coating	45.00	8	360	0.00	0.00	16.80	6.60	20.00	6048	0	0	**201**	**0**
											TOTAL	**201**	**0**

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: El Dorado (LT)
Calendar Year: 2025, 2026, 2027, 2028
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Fuel gas 1,000 gallons/day	Diesel gas 1,000 gallons/day	Miles per gallon	Gasoline miles per gallon	Diesel miles per gallon
El Dorado (LT)	2025	LDA	Aggregate	Aggregate	Gasoline	4216.7520	161650.2858	19194.6282	5.0430	0.0000	32.05	28.65	6.14
El Dorado (LT)	2025	LDT1	Aggregate	Aggregate	Gasoline	1196.3822	35690.2445	4956.6792	1.3800	0.0000	25.86		
El Dorado (LT)	2025	LDT2	Aggregate	Aggregate	Gasoline	5112.1143	186533.7896	22782.9707	7.5793	0.0000	24.61		
El Dorado (LT)	2025	T7 Tractor	Aggregate	Aggregate	Diesel	3.9205	291.3426	56.9646	0.0000	0.047419571	6.14		

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: El Dorado (LT)
Calendar Year: 2025, 2026, 2027, 2028
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Fuel gas 1,000 gallons/day	Diesel gas 1,000 gallons/day	Miles per gallon	Gasoline miles per gallon	Diesel miles per gallon
El Dorado (LT)	2026	LDA	Aggregate	Aggregate	Gasoline	4358.668013	169630.3293	19921.95412	5.176629672	0.0000	32.77	29.16	6.19
El Dorado (LT)	2026	LDT1	Aggregate	Aggregate	Gasoline	1139.937878	33734.53975	4700.330358	1.290976986	0.0000	26.13		
El Dorado (LT)	2026	LDT2	Aggregate	Aggregate	Gasoline	5060.295694	183391.0296	22461.11935	7.338989973	0.0000	24.99		
El Dorado (LT)	2026	T7 Tractor	Aggregate	Aggregate	Diesel	4.110289396	296.5186944	59.72250492	0.0000	0.047892182	6.19		

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: El Dorado (LT)
Calendar Year: 2025, 2026, 2027, 2028
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Fuel gas 1,000 gallons/day	Diesel gas 1,000 gallons/day	Miles per gallon	Gasoline miles per gallon	Diesel miles per gallon
El Dorado (LT)	2027	LDA	Aggregate	Aggregate	Gasoline	4513.0120	177889.5563	20701.8486	4.9144	0.0000	36.20	29.29	6.25
El Dorado (LT)	2027	LDT1	Aggregate	Aggregate	Gasoline	1083.4259	31859.0395	4450.7252	1.4703	0.0000	21.67		
El Dorado (LT)	2027	LDT2	Aggregate	Aggregate	Gasoline	5005.9931	180205.3645	22133.9436	7.8005	0.0000	23.10		
El Dorado (LT)	2027	T7 Tractor	Aggregate	Aggregate	Diesel	4.2851	301.2510	62.2622	0.0000	0.048227751	6.25		

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: El Dorado (LT)
Calendar Year: 2025, 2026, 2027, 2028
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Trips	Fuel gas	Diesel gas	Miles per gallon	Gasoline miles per gallon	Diesel miles per gallon
				miles/hr		vehicles	miles/day	trips/day	1,000 gallons/day	1,000 gallons/day	gallon		
El Dorado (LT)	2028	LDA	Aggregate	Aggregate	Gasoline	4679.700674	186076.9343	21528.97169	5.466070917	0.0000	34.04	30.14	6.31
El Dorado (LT)	2028	LDT1	Aggregate	Aggregate	Gasoline	1028.812666	30047.41794	4212.270905	1.124538125	0.0000	26.72		
El Dorado (LT)	2028	LDT2	Aggregate	Aggregate	Gasoline	4951.752267	176901.4058	21813.54081	6.868811261	0.0000	25.75		
El Dorado (LT)	2028	T7 Tractor	Aggregate	Aggregate	Diesel	4.443573651	305.4986593	64.56512515	0.0000	0.0484	6.31		

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Operational Energy Summary

Land Use	Electricity kWh/year	Electricity MWh/year	Natural Gas kBTU/year	Natural Gas therm/year
Arena	399,170	399	329,173	3,292
City Park	0	0	0	0
Government (Civic Center)	267,000	267	483,500	4,835
Motel	227,383	227	644,827	6,448
TOTAL	893,553	894	1,457,500	14,575

Energy Calculations Summary

Operational Fuel Use Summary

Fuel Type	Fleet Mix (%)	Gallons per Mile	Annual VMT	Gallons
Gasoline	98.86%	0.03	3,153,300	102,566
Diesel	1.14%	0.11		4,087

Notes:

1. Fleet mix calculated from CalEEMod default values.
2. Gallons per mile calculated from EMFAC 2021.
3. Annual VMT obtained from CalEEMod output file.

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: County
Region: Sacramento
Calendar Year: 2028
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Gasoline Fuel Consumption 1,000 gallons/day	Diesel Fuel Consumption 1,000 gallons/day
El Dorado (	2040	All Other Buses	Aggregate	Aggregate	Diesel	17.86500394	801.4666241	158.9985351		0.083009326
El Dorado (	2040	LDA	Aggregate	Aggregate	Gasoline	6610.278618	247948.4368	30322.26492	6.597278785	
El Dorado (	2040	LDA	Aggregate	Aggregate	Diesel	5.629813924	177.6651511	23.93358433		0.003200779
El Dorado (	2040	LDT1	Aggregate	Aggregate	Gasoline	571.5520697	16462.62933	2355.399001	0.534750879	
El Dorado (	2040	LDT1	Aggregate	Aggregate	Diesel	0.003590905	0.14647516	0.016849114		4.68618E-06
El Dorado (	2040	LDT2	Aggregate	Aggregate	Gasoline	4416.579127	145675.7653	19080.34267	4.946887658	
El Dorado (	2040	LDT2	Aggregate	Aggregate	Diesel	15.23539837	538.4492575	67.80558015		0.013456014
El Dorado (	2040	LHD1	Aggregate	Aggregate	Gasoline	319.5339374	9431.169188	4760.579561	0.909328569	
El Dorado (	2040	LHD1	Aggregate	Aggregate	Diesel	156.3645837	4605.394842	1966.869756		0.283387659
El Dorado (	2040	LHD2	Aggregate	Aggregate	Gasoline	18.34556401	606.9990766	273.3215689	0.062955446	
El Dorado (	2040	LHD2	Aggregate	Aggregate	Diesel	72.19242191	2146.465233	908.0898495		0.156609224
El Dorado (	2040	MCY	Aggregate	Aggregate	Gasoline	436.4848757	1917.73851	872.9697514	0.045472737	
El Dorado (	2040	MDV	Aggregate	Aggregate	Gasoline	2382.948231	76532.50035	10213.87134	3.13	
El Dorado (	2040	MDV	Aggregate	Aggregate	Diesel	39.15015517	1106.453437	164.9094385		0.037036193
El Dorado (	2040	MH	Aggregate	Aggregate	Gasoline	25.21447185	225.7020639	2.522455764	0.05	
El Dorado (	2040	MH	Aggregate	Aggregate	Diesel	21.94286735	165.8708255	2.194286735		0.017707383
El Dorado (	2040	Motor Coach	Aggregate	Aggregate	Diesel	4.448505624	558.6471907	102.2266592		0.089359361
El Dorado (	2040	OBUS	Aggregate	Aggregate	Gasoline	3.199081891	81.0428146	64.00723048	0.02	
El Dorado (	2040	PTO	Aggregate	Aggregate	Diesel	0	43.19010331	0		0.009356396
El Dorado (	2040	SBUS	Aggregate	Aggregate	Gasoline	0.665083574	31.84295827	2.660334295	0.002778195	
El Dorado (	2040	SBUS	Aggregate	Aggregate	Diesel	18.45194745	398.1082207	267.184199		0.043762698
El Dorado (	2040	T6 instate heavy	Aggregate	Aggregate	Diesel	6.20467704	256.2402602	79.97001592		0.029101287
El Dorado (	2040	T6 instate small	Aggregate	Aggregate	Diesel	39.40615307	1418.360538	462.1527598		0.152453062
El Dorado (	2040	T6 Public	Aggregate	Aggregate	Diesel	40.7644697	1578.440963	209.1217296		0.183776313
El Dorado (	2040	T6 Utility	Aggregate	Aggregate	Diesel	1.760787081	71.15657146	22.53807463		0.007446918
El Dorado (	2040	T6TS	Aggregate	Aggregate	Gasoline	20.44145802	734.9158194	408.9926921	0.141097374	
El Dorado (	2040	T7 CAIRP	Aggregate	Aggregate	Diesel	28.95879532	5864.193768	665.4731165		0.798806255
El Dorado (	2040	T7 NNOOS	Aggregate	Aggregate	Diesel	31.19961975	8765.658345	716.9672618		1.135994231
El Dorado (	2040	T7 NOOS	Aggregate	Aggregate	Diesel	13.52092601	3184.407972	310.7108798		0.417514344
El Dorado (	2040	T7 Public	Aggregate	Aggregate	Diesel	41.67238226	1659.052844	213.779321		0.281517669
El Dorado (	2040	T7 Single	Aggregate	Aggregate	Diesel	1.940062717	200.639117	18.2753908		0.032226463
El Dorado (	2040	T7 SWCV	Aggregate	Aggregate	Diesel	2.293224788	148.6793794	10.54883402		0.047445656
El Dorado (	2040	T7 Tractor	Aggregate	Aggregate	Diesel	5.436487756	334.7356896	78.99216709		0.046954442
El Dorado (	2040	T7 Utility	Aggregate	Aggregate	Diesel	1.301959325	52.8360375	16.66507936		0.008398498
El Dorado (	2040	T7IS	Aggregate	Aggregate	Gasoline	0.0212416	2.124145349	0.425001935	0.000459201	
									16.44	**3.88**

TOTAL	533,727		26.3	0.04
Total (Gas)	499,651		30.4	0.03
Total (Diesel)	34,076		8.8	0.11

Annual VMT
3,153,300

	Mix (%)	Miles	Gallons
Gas	98.9%	3,117,387	102,566
Diesel	1.1%	35,910	4,087

Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
All Project Land Uses	0.537634	0.053691	0.194038	0.124297	0.024088	0.005854	0.018660	0.009652	0.000885	0.000000	0.027794	0.000851	0.002555

Gas	98.9%
Diesel	1.1%

Energy Calculations Summary

Construction Fuel Usage Summary

	Diesel	Gasoline	Diesel	Diesel
Construction Year	Off-road Equipment (gallons)	On-road (gallons)	On-road (gallons)	Combined
2022	1,599	174	587	2,186
2023	10,748	3,400	12	10,760
Total Gasoline	**3,574**	**gallons**		
Total Diesel	**12,946**	**gallons**		

2022 Construction Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of days	Average Daily Factor	Diesel Fuel Usage
Demolition	Concrete/Industrial Saws	1	8	81	0.73	20	0.6	284
Demolition	Rubber Tired Dozers	1	8	247	0.4	20	0.6	474
Demolition	Tractors/Loaders/Backhoes	3	8	97	0.37	20	0.6	517
Site Preparation	Graders	1	8	187	0.41	2	0.6	37
Site Preparation	Rubber Tired Dozers	1	7	247	0.4	2	0.6	41
Site Preparation	Tractors/Loaders/Backhoes	1	8	97	0.37	2	0.6	17
Grading	Graders	1	8	187	0.41	4	0.6	74
Grading	Rubber Tired Dozers	1	8	247	0.4	4	0.6	95
Grading	Tractors/Loaders/Backhoes	2	7	97	0.37	4	0.6	60
							TOTAL	**1,599**

	Year	Start Date	End Date	Network Days
Demolition	2022	1/1/2022	1/28/2022	20
Site Preparation	2022	1/29/2022	2/1/2022	2
Grading	2022	2/2/2022	2/7/2022	4
Building Construction	2023	1/1/2023	10/6/2023	200
Paving	2023	10/7/2023	10/20/2023	10
Architectural Coating	2023	10/21/2023	11/3/2023	10

2023 Construction Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of days	Average Daily Factor	Diesel Fuel Usage
Building Construction	Cranes	1	6	231	0.29	200	0.6	2,412
Building Construction	Forklifts	1	6	89	0.2	200	0.6	641
Building Construction	Generator Sets	1	8	84	0.74	200	0.6	2,984
Building Construction	Tractors/Loaders/Backhoes	1	6	97	0.37	200	0.6	1,292
Building Construction	Welders	3	8	46	0.45	200	0.6	2,981
Paving	Cement and Mortar Mixers	1	6	9	0.56	10	0.6	9
Paving	Pavers	1	6	130	0.42	10	0.6	98
Paving	Paving Equipment	1	8	132	0.36	10	0.6	114
Paving	Rollers	1	7	80	0.38	10	0.6	64
Paving	Tractors/Loaders/Backhoes	1	8	97	0.37	10	0.6	86
Architectural Coating	Air Compressors	1	6	78	0.48	10	0.6	67
							TOTAL	**10,748**

Trips and VMT

2022

Phase Name	Daily Worker Trip	Days per Year	Total Worker Trips	Total Vendor Trips	Total Hauling Trips	Worker Trip Length (miles)	Vendor Trip Length (miles)	Haul Trip Length (miles)	Total Worker Trip Length (miles)	Total Vendor Trip Length (miles)	Total Haul Trip Length (miles)	Total gallons of gasoline	Total gallons of diesel
Demolition	5.00	20.00	100.00	0.00	177.00	16.8	6.60	20	1680	0	3540	62	587
Site Preparation	8.00	20	160	0.00	0.00	16.8	6.60	20	2688	0	0	99	0
Grading	10.00	2	20	0.00	0.00	16.8	6.60	20	336	0	0	12	0
											TOTAL	**174**	**587**

2023

Phase Name	Daily Worker Trip	Days per Year	Total Worker Trips	Total Vendor Trips	Total Hauling Trips	Worker Trip Length (miles)	Vendor Trip Length (miles)	Haul Trip Length (miles)	Total Worker Trip Length (miles)	Total Vendor Trip Length (miles)	Total Haul Trip Length (miles)	Total gallons of gasoline	Total gallons of diesel
Building Construction	27.00	200	5400	11.00	0.00	16.80	6.60	20.0	90720	72.6	0	**3,290**	**12**
Paving	13.00	10	130	0.00	0.00	16.80	6.60	20.0	2184	0	0	**79**	**0**
Architectural Coating	5.00	10	50	0.00	0.00	16.80	6.60	20.0	840	0	0	**30**	**0**
											TOTAL	**3,400**	**12**

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: El Dorado (LT)
Calendar Year: 2022
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Fuel gas 1,000 gallons/day	Diesel gas 1,000 gallons/day	Miles per gallon	Gasoline miles per gallon	Diesel miles per gallon
San Mateo	2022	LDA	Aggregate	Aggregate	Gasoline	3934.050804	136875.3622	17584.32144	4.602396081	0.00	29.74	27.04	6.03
San Mateo	2022	LDT1	Aggregate	Aggregate	Gasoline	1380.167356	41012.78512	5804.492676	1.63268769	0.00	25.12		
San Mateo	2022	LDT2	Aggregate	Aggregate	Gasoline	5244.10864	189721.6053	23682.85259	8.057097344	0.00	23.55		
San Mateo	2022	T7 Tractor	Aggregate	Aggregate	Diesel	3.340865928	274.3183394	48.54278193	0.00	0.045469615	6.03		

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: El Dorado (LT)
Calendar Year: 2022, 2023, 2024, 2025
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Fuel gas 1,000 gallons/day	Diesel gas 1,000 gallons/day	Miles per gallon	Gasoline miles per gallon	Diesel miles per gallon
El Dorado (LT)	2023	LDA	Aggregate	Aggregate	Gasoline	4012.6722	145657.7557	18052.1844	4.7729	0.0000	30.52	27.57	6.07
El Dorado (LT)	2023	LDT1	Aggregate	Aggregate	Gasoline	1316.7966	39439.9021	5508.3099	1.5555	0.0000	25.36		
El Dorado (LT)	2023	LDT2	Aggregate	Aggregate	Gasoline	5204.9344	190242.7722	23400.5622	7.9624	0.0000	23.89		
El Dorado (LT)	2023	T7 Tractor	Aggregate	Aggregate	Diesel	3.5054	280.3124	50.9335	0.0000	0.0462	6.07		

Notes: Consistent with CalEEMod, worker vehicles assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2. Vendor and haul trips are assumed to be 100% diesel Heavy-Duty Trucks (T7).

Operational Energy Summary

Land Use	Electricity kWh/year	Electricity MWh/year	Natural Gas kBTU/year	Natural Gas therm/year
Health Club	260,467	260	214,793	2,148
Recreational Swimming Pool	0	0	0	0
TOTAL	260,467	260	214,793	2,148

Energy Calculations Summary

Operational Fuel Use Summary

Fuel Type	Fleet Mix (%)	Gallons per Mile	Annual VMT	Gallons
Gasoline	98.81%	0.04	81,979	3,493
Diesel	1.19%	0.11		107

Notes:

1. Fleet mix calculated from CalEEMod default values.
2. Gallons per mile calculated from EMFAC 2021.
3. Annual VMT obtained from CalEEMod output file.

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: El Dorado (LT)
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Gasoline Fuel Consumption 1,000 gallons/day	Diesel Fuel Consumption 1,000 gallons/day
El Dorado (	2024	All Other Buses	Aggregate	Aggregate	Diesel	15.76478274	761.3141527	140.3065663		0.086372447
El Dorado (	2024	LDA	Aggregate	Aggregate	Gasoline	4101.455832	153890.1081	18576.59716	4.914361995	
El Dorado (	2024	LDA	Aggregate	Aggregate	Diesel	17.56668238	567.6061752	74.19375836		0.012528179
El Dorado (	2024	LDT1	Aggregate	Aggregate	Gasoline	1254.924664	37648.17599	5224.542969	1.470336379	
El Dorado (	2024	LDT1	Aggregate	Aggregate	Diesel	0.000877206	0.044222613	0.004455195		1.52675E-06
El Dorado (	2024	LDT2	Aggregate	Aggregate	Gasoline	5160.782076	189139.9096	23100.18936	7.800495822	
El Dorado (	2024	LDT2	Aggregate	Aggregate	Diesel	14.65214881	594.8094244	67.85026778		0.01759442
El Dorado (	2024	LHD1	Aggregate	Aggregate	Gasoline	531.4956827	16791.12985	7918.493744	1.898236379	
El Dorado (	2024	LHD1	Aggregate	Aggregate	Diesel	409.7616559	14121.75545	5154.286151		0.882696838
El Dorado (	2024	LHD2	Aggregate	Aggregate	Gasoline	41.28588293	1399.912643	615.0981397	0.170792995	
El Dorado (	2024	LHD2	Aggregate	Aggregate	Diesel	134.0597975	5137.583353	1686.303606		0.396653867
El Dorado (	2024	MCY	Aggregate	Aggregate	Gasoline	546.9686709	2644.886395	1093.937342	0.066642881	
El Dorado (	2024	MDV	Aggregate	Aggregate	Gasoline	2832.288976	92241.85432	12352.41331	4.60562829	
El Dorado (	2024	MDV	Aggregate	Aggregate	Diesel	72.32679184	2887.603865	334.4769786		0.108667448
El Dorado (	2024	MH	Aggregate	Aggregate	Gasoline	93.50080815	772.9058661	9.353820847	0.175541948	
El Dorado (	2024	MH	Aggregate	Aggregate	Diesel	39.99341466	358.4545856	3.999341466		0.038083484
El Dorado (	2024	Motor Coach	Aggregate	Aggregate	Diesel	3.667940659	511.800459	84.28927634		0.093065958
El Dorado (	2024	OBUS	Aggregate	Aggregate	Gasoline	6.770938035	274.9123362	135.4729282	0.057486988	
El Dorado (	2024	PTO	Aggregate	Aggregate	Diesel	0	31.99550515	0		0.006936195
El Dorado (	2024	SBUS	Aggregate	Aggregate	Gasoline	0.227568962	11.15112501	0.910275847	0.000997133	
El Dorado (	2024	SBUS	Aggregate	Aggregate	Diesel	27.44878983	570.2131552	397.4584768		0.069357326
El Dorado (	2024	T6 instate heavy	Aggregate	Aggregate	Diesel	6.14208295	279.10685	78.36415805		0.033155648
El Dorado (	2024	T6 instate small	Aggregate	Aggregate	Diesel	48.8079285	1954.797744	572.7701221		0.228483883
El Dorado (	2024	T6 Public	Aggregate	Aggregate	Diesel	54.34860631	2200.728554	278.8083504		0.284609972
El Dorado (	2024	T6 Utility	Aggregate	Aggregate	Diesel	3.276840855	137.5832187	41.94356295		0.015506141
El Dorado (	2024	T6TS	Aggregate	Aggregate	Gasoline	26.28622939	1015.592746	525.9348777	0.219674768	
El Dorado (	2024	T7 CAIRP	Aggregate	Aggregate	Diesel	26.82854739	5462.485696	616.5200189		0.893273699
El Dorado (	2024	T7 NNOOS	Aggregate	Aggregate	Diesel	23.99388393	6493.655843	551.3794528		1.043369511
El Dorado (	2024	T7 NOOS	Aggregate	Aggregate	Diesel	10.1115301	2359.029821	232.3629617		0.385255453
El Dorado (	2024	T7 Public	Aggregate	Aggregate	Diesel	51.89586555	2242.396453	266.2257903		0.430247986
El Dorado (	2024	T7 Single	Aggregate	Aggregate	Diesel	2.73557035	148.7823492	25.7690727		0.024536769
El Dorado (	2024	T7 SWCV	Aggregate	Aggregate	Diesel	3.131783718	202.6762317	14.4062051		0.084163202
El Dorado (	2024	T7 Tractor	Aggregate	Aggregate	Diesel	3.717586632	285.9503889	54.01653377		0.046874151
El Dorado (	2024	T7 Utility	Aggregate	Aggregate	Diesel	1.658573183	75.20771453	21.22973674		0.012945837
El Dorado (	2024	T7IS	Aggregate	Aggregate	Gasoline	0.002468013	0.577241221	0.049380007	0.000129968	
									21.38	**5.19**

TOTAL	543,217		20.4	0.05
Total (Gas)	495,831		23.2	0.04
Total (Diesel)	47,386		9.1	0.11

Annual VMT
81979

	Mix (%)	Miles	Gallons
Gas	98.8%	81,002	3,493
Diesel	1.2%	977	107

Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
All Project Land Uses	0.378954	0.065789	0.258497	0.168857	0.048916	0.010258	0.014095	0.009387	0.001428	0	0.036485	0.001106	0.00623

Gas	98.8%
Diesel	1.2%

Appendix B

Noise Modeling Data

Construction Source Noise Prediction Model

Location/Threshold	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)
	113,542	
Residences south of plan area in Al Tahoe neighborhood	50	84
Residences east of the plan area in Bijou neighborhood	55	83
Inn by the Lake hotel	53	83
Inn by the Lake hotel	500	58
Saint Theresa Catholic Church	490	58
South Tahoe Middle School fields	680	54
South Tahoe Middle School buildings	1070	49

Equipment	Reference Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Front End Loader	80	0.4
Generator	82	0.5

Ground Type	soft
Source Height	8
Receiver Height	5
Ground Factor[2]	0.63

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Excavator	81.0
Front End Loader	76.0
Generator	79.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Table 4-26 from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 86).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 176 and 177).

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2018: pg 86); and

D = Distance from source to receiver.

Attenuation Calculations for Stationary Noise Sources

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
HVAC units	70.0	@	50	soft	10	5	0.62	43.8	@	500
HVAC units	70.0	@	50	hard	10	5	0.00	52.5	@	375

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-

Distance Propagation Calculations for Stationary Sources of Ground Vibration

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

STEP 1: Determine units in which to perform calculation.

— If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.

— If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (VdB)	@	distance (ft)	vibration level (VdB)	@	distance (ft)
Bulldozer	87	@	25	79.9	@	43

The Lv metric (VdB) is used to assess the likelihood for vibration to result in human annoyance.

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (PPV)	@	distance (ft)	vibration level (PPV)	@	distance (ft)
Bulldozer	0.890	@	25	0.49	@	37

The PPV metric (in/sec) is used for assessing the likelihood for the potential of structural damage.

Notes:

Computation of propagated vibration levels is based on the equations presented on pg. 185 of FTA 2018. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Appendix C

56 Acres Master Plan
Transportation Analysis

56 Acres Master Plan Transportation Analysis



Prepared for the

The City of South Lake Tahoe, California

CITY OF SOUTH LAKE TAHOE

October 15, 2021

Prepared by LSC Transportation Consultants

56 Acres Master Plan

Transportation Analysis

Prepared for

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

Prepared by

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Ste. C
Tahoe City, CA 96145
530-583-4053

October 15, 2021

Project Number #207430

TRANSPORTATION CONSULTANTS, INC.

This page intentionally left blank

TABLE OF CONTENTS

CHAPTER *PAGE*

Chapter 1: Introduction 1
Introduction 1

Chapter 2: Existing Conditions 3
Roadway Characteristics 3
Existing Traffic Volumes 3
Existing Transit Conditions 3
Existing Bicycle and Pedestrian Conditions 4
Review of Previous Studies and Plans 5

Chapter 3: Future No-Project Traffic Volumes 9

Chapter 4: Trip Generation, Distribution, and Assignment 11
Trip Generation 11
Trip Distribution and Assignment 15

Chapter 5: Vehicle Miles Traveled 17
Existing Land Use VMT 17
Total Existing VMT 19
Total Change in VMT 21
Potential VMT Increase Mitigation Measures 25

Chapter 6: Level of Service 25
Level of Service 25

Chapter 7: Other Transportation Impacts and Conclusions 27
Intersection Queuing Analysis 27
Impact on Bicycle and Pedestrian Conditions 27
Impact on Transit Services 27
Conclusions 27

APPENDIX A
APPENDIX B

LIST OF TABLES

TABLES

Table 1: Peak Hour Intersection Turning Movement Volumes 4
Table 2: Non-Auto Travel Mode and Survey Data 13
Table 3: Existing 56 Acres PM Peak-Hour Trip Generation 15
Table 4: Proposed Buildout 56 Acres PM Peak-Hour Trip Generation 16
Table 5: SLT 56 Acres Master Plan—Trip Distribution 16
Table 6: Campground/Cabin Average Trip Length 19
Table 7: Calculation of Event Attendee Trip Length 19
Table 8: 56 Acres Vehicle-Miles of Travel—Existing 20
Table 9: 56 Acres Vehicle-Miles of Travel—Impact of Relocation of Land Uses 22
Table 10: 56 Acres Vehicle-Miles of Travel—Proposed Buildout 23
Table 11: Summary of Change in Average Daily VMT 24
Table 12: SLT 56 Acres—Intersection LOS Summary 26

Chapter 1
Introduction

INTRODUCTION

This document provides a transportation analysis for full buildout of the South Lake Tahoe 56 Acres Master Plan. The 56 Acres Parcel/South Lake Tahoe Recreational Area (56 Acres) is centrally located in the City of South Lake Tahoe directly south of Lake Tahoe. The 56 Acres is bounded by Lake Tahoe Boulevard (US 50) to the west, Lake Tahoe to the north, properties along Lyons Avenue to the south, and Rufus Allen Boulevard to the east. The area is currently the location of the Lake Tahoe Historical Museum, the South Lake Tahoe Parks and Recreational Center and swimming pool, the South Lake Tahoe Ice Arena, the City of Lake Tahoe Campground, an El Dorado County operations facility, and the El Dorado County Library. About half of the 56 Acres consists of the Campground by the Lake, which includes 178 campsites that accommodate both tent camping and RVs. The surrounding area has a variety of mixed land uses such as commercial retail, restaurants, residential neighborhoods, and schools.

The purpose of this report is to present an analysis of the transportation impacts associated with the proposed project. Initially, existing traffic conditions near the proposed site are discussed. The proposed land uses associated with the project are then assessed in terms of the generation of new traffic. Then the impact vehicle miles traveled (VMT) is evaluated. An appropriate distribution of traffic onto the adjacent roadway system is then identified. Using this distribution pattern, the forecasted generated trips are assigned to the nearby roadway system to identify the impact on intersection Level of Service (LOS). In addition, intersection queuing analysis is evaluated, along with impacts to bicycle/pedestrian and transit conditions.

This page intentionally left blank

Chapter 2
Existing Conditions

The following discussion presents information regarding existing transportation conditions in the study area.

ROADWAY CHARACTERISTICS

The project site is served by the following existing roadways:

US Highway 50 is the primary highway serving Lake Tahoe's south shore. As part of its transcontinental route within the region, it connects Carson City on the east with Sacramento on the west. Between the "Y" and Stateline, Nevada, it is the primary east-west roadway, turning south at the "Y" towards Echo Summit. Within the vicinity of the site, this undivided highway contains two travel lanes in each direction, plus a central two-way left-turn lane (TWLTL), and exclusive left-turn lanes at major intersections. US Highway 50 is also called Lake Tahoe Boulevard within the vicinity of the project. The posted speed limit is 40 miles per hour. In the study area, traffic signals are located at Lyons Avenue, Tallac Avenue, Lakeview Avenue, and Rufus Allen Boulevard.

Rufus Allen Boulevard is a two-lane roadway that intersects US 50 and provides access to a school to the south and recreational uses and residential uses. The posted speed limit on Rufus Allen Boulevard is 15 miles per hour when children are present.

Lyons Avenue is a two-lane roadway that intersects US 50 and provides access to recreational uses to the south. The posted speed limit is 15 miles per hour when children are present.

EXISTING TRAFFIC VOLUMES

Intersection volumes were obtained from previous counts conducted in peak summer conditions in August 2017 for the US 50/Rufus Allen Avenue, Rufus Allen Avenue/Swim Center driveway, Rufus Allen Avenue/Ice Rink driveway, and US 50/Lyons Avenue intersections. Caltrans traffic volumes were reviewed on US 50 east and west of Rufus Allen Boulevard. Counts for the US 50/Tallac Avenue intersection were performed in September 2020. Caltrans count volumes have varied less than one third of one percent (0.33%) over the last five years of available data (2014 to 2018). Therefore, the previous intersection volumes do not need to be adjusted. Existing traffic volumes are shown in Table 1.

EXISTING TRANSIT CONDITIONS

56 Acres is currently served by the Tahoe Transportation District (TTD) Route 50. Route 50 operates daily between 6:30 AM and 8:05 PM eastbound and between 7:00 AM and 8:28 PM westbound. The site is served by two eastbound stops along US 50 (at the Visitor/Senior Center south of San Francisco Avenue and west of Rufus Allen Boulevard) and two westbound stops (north of San Jose Avenue and south of San Francisco Avenue). The first three of these stops have shelters, while all are provided with benches and pullouts. TTD also provides ADA paratransit service during the same hours as fixed route operations. Prior reservations are recommended, though same-day trips are accommodated as capacity allows.

Table 1: Peak Hour Intersection Turning Movement Volumes

Scenario	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Existing No Project Total Volumes													
US 50/Rufus Allen	34	0	90	0	0	0	0	1383	93	73	1183	0	2856
Rufus Allen/Library Driveway	8	90	0	0	135	31	34	0	8	0	0	0	306
Rufus Allen/Future Main St/Existing Camping	13	62	0	0	79	64	0	0	0	0	0	0	218
Rufus Allen/Existing Ice Rink Driveway	4	58	0	0	63	15	17	0	5	0	0	0	162
Rufus Allen/Existing Swim Center Driveway	9	62	0	0	52	9	11	0	14	0	0	0	157
US 50/Lyons Ave	0	1364	76	21	1280	0	0	0	0	69	0	20	2830
US 50/Tallac Ave	31	1408	0	0	1274	54	64	0	62	0	0	0	2893
Camping Driveway	0	0	15	0	0	0	0	0	0	26	0	0	41
Project Net Impact													
US 50/Rufus Allen	3	0	68	0	0	0	0	4	3	71	-3	0	147
Rufus Allen/Library/Rec Center	2	27	0	0	28	46	45	0	2	0	0	0	150
Rufus Allen/Main Street Driveway	5	18	0	0	22	8	11	0	7	0	0	0	71
Rufus Allen/Existing Ice Rink Driveway	23	2	0	0	5	24	20	0	19	0	0	0	93
Rufus Allen/Old Swim Center Driveway	0	25	0	0	24	0	0	0	0	0	0	0	49
US 50/Lyons Ave	0	70	16	0	80	0	0	0	0	11	0	0	177
US 50/Tallac Ave/Main Street	1	4	64	2	3	0	0	13	0	77	14	2	180
Main Street/Civic Center/Camping	3	0	3	10	0	86	72	4	2	3	3	8	194
Existing Plus Project													
US 50/Rufus Allen	21	0	103	0	0	0	0	1383	82	89	1177	0	2856
Rufus Allen/Library/Rec Center	2	74	0	0	115	55	50	0	8	0	0	0	304
Rufus Allen/Main Street Driveway	16	25	0	0	57	65	52	0	7	0	0	0	222
Rufus Allen/Existing Ice Rink Driveway	23	20	0	0	40	24	20	0	19	0	0	0	146
Rufus Allen/Old Swim Center Driveway	0	43	0	0	59	0	0	0	0	0	0	0	102
US 50/Lyons Ave	0	1423	31	14	1439	0	0	0	0	23	0	13	2943
US 50/Tallac Ave/Main Street	25	1305	105	2	1265	50	60	14	55	133	22	6	3042
Main Street/Civic Center/Camping	3	0	3	10	0	86	72	46	2	3	71	8	304
Future No Project													
US 50/Rufus Allen	34	0	90	0	0	0	0	1383	93	73	1198	0	2871
Rufus Allen/Library Driveway	8	90	0	0	135	31	34	0	8	0	0	0	306
Rufus Allen/Future Main Street Driveway	13	62	0	0	79	64	0	0	0	0	0	0	218
Rufus Allen/Existing Ice Rink Driveway	4	58	0	0	63	15	17	0	5	0	0	0	162
Rufus Allen/Existing Swim Center Driveway	9	62	0	0	52	9	11	0	14	0	0	0	157
US 50/Lyons Ave	0	1364	76	21	1307	0	0	0	0	69	0	20	2857
US 50/Tallac Ave	31	1408	0	0	1301	54	64	0	62	0	0	0	2920
Camping Driveway	0	0	15	0	0	0	0	0	0	26	0	0	41
Future Plus Project													
US 50/Rufus Allen	21	0	103	0	0	0	0	1383	82	89	1192	0	2872
Rufus Allen/Library Driveway	2	74	0	0	115	55	50	0	8	0	0	0	304
Rufus Allen/Future Main Street Driveway	16	25	0	0	57	65	52	0	7	0	0	0	222
Rufus Allen/Existing Ice Rink Driveway	23	20	0	0	40	24	20	0	19	0	0	0	146
Rufus Allen/Existing Swim Center Driveway	0	43	0	0	59	0	0	0	0	0	0	0	102
US 50/Lyons Ave	0	1423	31	14	1467	0	0	0	0	23	0	13	2971
US 50/Tallac Ave	25	1305	105	2	1291	50	60	14	55	133	22	6	3069
Main Street/Civic Center/Camping	3	0	3	10	0	86	72	46	2	3	71	8	304

Source: LSC Transportation Consultants, Inc.

Route 50 annual ridership has slowly declined by 43 percent over the past five fiscal years from 170,682 passengers to 119,322 passengers. ADA paratransit ridership (prior to COVID) was relatively consistent over the year, ranging between 1,000 and 1,500 trips per month.

EXISTING BICYCLE AND PEDESTRIAN CONDITIONS

Existing Facilities

The site is served by numerous bicycle and pedestrian facilities. A major multi-use path runs along Lake Tahoe Boulevard/US 50 between San Jose Avenue and Stateline. This multiuse path connects to one within 56 Acres that can accessed from Rufus Allan Boulevard and the crosswalk located along Lakeview Avenue and US 50. In addition, bicycle lanes are provided on either side of US 50. A designated bike route

also runs along Rufus Allan Boulevard along the east side of the 56 Acres. Various types of permanent bicycle racks exist throughout South Lake Tahoe. They are frequently installed adjacent to major businesses as well as near transit stops and major parking areas within 56 Acres. Lastly, sidewalks and crosswalks are located at major intersections along US 50.

Pedestrian and Bicycle Volumes

TRPA monitors bicycle and pedestrian activity throughout Lake Tahoe to understand high use areas. The highest volume of bicycle and pedestrian use along the shared path occurred during Labor Day weekend (Sunday, September 3rd) of 2017 at 1,882 users, followed by July 4th (1,451 users), and Memorial Day (May 28th) at 1,347 users. Between November and April, path user volume tends to stay under 200 users per day.

Overall Non-Auto Access

In sum, the site is served by relatively good transit and bicycle/pedestrian access opportunities. The location near major trip generators (such as shopping) also makes the site relatively conducive to non-auto travel.

REVIEW OF PREVIOUS STUDIES AND PLANS

Over the past two decades, there have been many plans evaluating the 56 Acres area. These studies and their relevance to the 56 Acres Master Plan are described below, from most recent to oldest.

Regional Transportation Plan (2020)

A draft of the Linking Tahoe: Regional Transportation Plan was released in early 2020. The plan considers the entire Lake Tahoe basin and provides a 2045 Regional Transportation Vision. The plan ultimately includes water transit, bicycle, and pedestrian trail improvements as well as regional transit connections with implementation milestones in 2025, 2035, and 2045. Over the next five years, the plan aims to increase regional transit connections, create seven miles of new trails, provide real-time parking information for select east shore locations, and encourage more opportunities for carpooling throughout the region.

Planned improvements that will directly impact the 56 Acres area include a public private partnership with existing water taxi service along south shore, improved shared-use trail conditions along US 50, and DC fast charging hubs located near the site to support electric scooters and bicycles. All of these projects would increase mobility to and from 56 Acres parcel through the encouragement of alternative modes of travel within the region.

Tahoe Transportation District Short Range Transit Plan (2017)

The Short-Range Transit Plan (SRTP), completed by the TTD, provides policies that aim to improve safety, workforce development, fleet expansion/replacement, facility capacity, and future service options. In addition, the SRTP gives an overview of existing service characteristics, ridership trends, and current operational details. Of the various proposed routes, the Emerald Bay High Frequency Route will impact the 56 Acres parcel the most by increasing frequency of Route 50 to meet the demand of the new route.

However, as of 2020 this route has not been implemented and financial limitations are expected to preclude this improvement without new funding sources.

South Lake Tahoe Parks, Trails and Recreation Master Plan (2014)

The Master Plan provides a summary of existing recreational facilities in South Lake Tahoe as well as recommendations for future improvements for the region. Key recommendations include improving regional coordination, maintaining existing facilities, developing new facilities, programming additional recreational activities, and ensuring operations and management. The plan also prioritizes actions by easily attainable "quick wins" to be implemented in the first year and more difficult to achieve, long term goals. The primary recommendations affecting the 56 Acres area includes the following:

- South Lake Tahoe Recreation Area campground upgrades
- South Lake Tahoe Recreation Area shop relocation
- Recreation/Aquatic Center master plan (Community Outreach)

The Master Plan identifies the 56 Acres area as an opportune site for coordinated City and County efforts towards funding and improvement. As a part of these efforts, the plan recommends updating the design concept, constructing a front entry to the park from US 50, creating a plaza and crosswalk to connect the park to the Lakeview Commons, upgrading the campground, relocating the Public Works, and improving internal access and connectivity throughout the area.

US 50 Transportation Concept Report and Corridor System Management Plan (2014)

Caltrans prepared a Transportation Concept Report for US Route 50 in District 3 in 2014. For the highway segment that passes by the 56 Acres, the construction of Class II bicycle lanes is included in the plan. As of 2020, there does not appear to be any Class II bicycle lanes running east or west along this corridor.

2030 South Lake Tahoe General Plan (2011)

The 2030 South Lake Tahoe General Plan was completed through public outreach and multi-jurisdiction coordination. The document provides a summary of goals, policies, and programs to fulfill the environmental, economic, and socially sustainable objectives of South Lake Tahoe. The Transportation and Circulation Element of the plan emphasized policies and goals organized under six categories. Various policies were identified for the continued improvement of US 50. These policies include improving traffic flows, implementing adaptive signal timing to prioritize transit, and increasing bicycle lanes and pedestrian paths along the corridor.

Lake Tahoe Region Bicycle and Pedestrian Plan (2010)

The Bicycle and Pedestrian Plan (BPP) considers the entire Lake Tahoe Basin for recommended improvements to bicycle and pedestrian facilities. The planning process was centered around path/lane construction and connectivity, path/lane maintenance, safety and education, and programs. Fixing gaps in the existing network, multi-modal connectivity, and environmental impacts were also considered in prioritizing projects.

The plan calls for Class II bicycle lanes along both sides of US 50 and Lake Tahoe Boulevard, sidewalks along the south side of US 50/Tahoe Lake Boulevard, and a shared use Class I lane along the north side of Lake Tahoe Boulevard between Rufus Allen Boulevard and Ski Run Boulevard. As of 2020, there are sidewalks located along south side of US 50/Lake Tahoe Boulevard. as well as a shared-use Class I path on the north side of Lake Tahoe Boulevard. Currently there is a small shoulder on US 50/Lake Tahoe Boulevard, but it does not appear to be a sanctioned bicycle lane.

Bijou/Al Tahoe Community Plan (1995)

The 56 Acres area is a part of the Bijou/Al Tahoe Community Plan of South Lake Tahoe. The Commercial Plan recognizes the commercial node and tourist characteristics of the area while establishing goals, objectives, and policies to achieve a 2007 vision. The plan proposed transportation, bicycle, pedestrian, and road improvements, many of which have since been implemented.

This page intentionally left blank

Chapter 3
Future No-Project Traffic Volumes

Future traffic volumes not associated with the proposed project were developed using volumes provided by TRPA from the regional TransCAD travel demand model. The travel demand model has a base year of 2018 and projects volumes to the year 2045. The daily volumes represent a "model day," which is an early (June) and late (September) summer weekday (Monday thru Thursday). Due to limitations with the model, projections are available only at US 50/Rufus Allen Boulevard and US 50/Lyons Avenue.

At US 50 and Rufus Allen Boulevard, the 2018 base volumes were 3,899 in the eastbound direction and 4,476 in the westbound direction. For the 2045 year, the eastbound volumes would decrease to 3,869 (0.0.0% annual change) and the westbound volumes would increase to 4,534 (0.05% annual increase). At US 50 and Lyons Avenue, the 2018 base volumes were 3,982 in the northbound direction and 4,637 in the southbound direction. For the 2045 year, the northbound volumes would increase to 3,983 (0.0% annual change) and the westbound volumes would increase to 4,734 (0.07% annual increase).

These growth factors were then applied to the through volumes of the Existing No Project set of volumes which resulted in the Future No Project set of volumes as seen in Table 1, above.

This page intentionally left blank

Chapter 4
Trip Generation, Distribution, and Assignment

TRIP GENERATION

The basis for the VMT analysis as well as the Level of Service analysis is an assessment of the impacts of the proposed land use changes on daily and peak-hour trip generation. For most uses, the daily trip generation rate identified in Trip Generation 10th Edition (Institute of Transportation Engineers, 2017) was applied. By use, the following was used to define trip generation:

- Recreation Center—Traffic counts were conducted in 2017 as part of the separate Recreation Center traffic analysis and are used directly to define the daily vehicle-trips.

- Ice Skating Center—While ITE does not provide daily rates by KSF for this use, a PM peak-hour rate per KSF is available as well as PM peak-hour and daily rates per seat. The ratio of daily to peak-hour rates per seat was applied to the peak-hour rate per KSF to identify the daily rate per KSF.

- Campground—ITE does not provide a daily rate per campground site but does provide a PM peak-hour rate. This was factored based on the ratio of daily to PM peak-hour rates for the Motel land use to identify a daily rate of 4.02 per site. As a check, two other transportation analyses for campgrounds were reviewed:

    - The Tijuana River Valley Regional Park Campground and Education Center Transportation Impact Analysis (Chen Ryan, September 2018) assumed a rate of 4.0 vehicle-trips per site per day.

    - The Traffic Impact Analysis—Under Canvas, Teton study conducted by SET Engineering in November 2021 used a rate of 2.0 vehicle-trips per site per day (for a development with a high level of internal amenities).

    - Based on this information, the calculated rate of 4.02 is appropriate.

- Cabin—The ITE rate for the Motel land use was applied.

- Library—The ITE rate was used.

- Senior Center—As no daily rate is available for a Senior Center, daily trips were estimated as follows:

    - The daily attendance is reported to be 41.

- A non-auto rate of 10 percent is applied. Additional discussion of non-auto travel in the area is presented below.

- An Average Vehicle Occupancy (AVO) of 1.5 is assumed.

- Factoring the attendance by the non-auto reduction and dividing by the average vehicle occupancy yields 25 daily attendee vehicle round-trips, or 50 one-way vehicle-trips.

- Four employees are assumed to report to work at the Senior Center each day, with a non-auto mode share of 37 percent and average vehicle occupancy of 1.26 (based on TRPA TransCAD model data). This results in 4 employee vehicle-trips per day.

- Two utility (food delivery, refuse, etc.) visits are assumed to occur per day, or 4 one-way vehicle trips.

- In sum, the Senior Center is estimated to generate 58 one-way vehicle-trips per day.

- Historical Museum—While ITE provide a PM peak-hour rate for the Museum land use, no daily rate is available. The Museum peak-hour rate was factored by the ratio of the daily to peak-hour rates for the Library land use to estimate a daily Museum rate.

- Art Museum—The ITE daily rate for a Craft Store was applied.

- Chamber Office—The ITE daily rate for a Government Office Building was applied.

- Outdoor Events—As standard rates for outdoor concert events are not available, trip generation was estimated as follows:

  - The project proponent indicates that events will range from 500 to 1,000 attendees. A median value of 750 was assumed.

  - The Lake Tahoe Visitors Authority in 2018 conducted surveys at the Harveys Outdoor Amphitheater indicating that 18 percent of attendees arrive by non-auto means. Reflecting that there is a lower number of residences/lodging units within a convenient walking distance of the 56 Acres Site, this factor was reduced by 25 percent to 13.5 percent.

  - These same surveys indicated an AVO of 2.77, which was directly applied.

  - Factoring for non-auto access, dividing by the AVO, and multiplying by to 2 convert to one-way vehicle-trips, the attendees are estimated to generate 468 vehicle-trips per event.

  - An average of 25 employees (performers, security, concessions, etc.) are estimated.

- A relatively low proportion of employee non-auto travel of 15 percent is assumed, reflecting that workers at an episodic event are less likely to use non-auto modes.
- An employee average vehicle occupancy of 1.26 is applied. In total, workers are estimated to generate 38 vehicle-trips.
- An average of 10 utility vehicles (20 one-way vehicle-trips) is assumed.
- In total, an average concert event generated 522 vehicle-trips.

- Passive Park Uses—The ITE rate for a Public Park is applied.
- Corporation Yard and Vector Control Uses—The ITE rate for General Light Industrial is applied.
- Fire Training Facility—The ITE rate for Community/Junior College is applied.

Reduction for Non-Auto Trips

Standard trip generation rates are largely based on studies conducted in typical suburban settings that have limited bicycling, walking and transit travel. The Tahoe Region, in comparison, has a relatively high level of non-auto travel (particularly among those walking and cycling) reflecting the recreational economy. As such, it is appropriate to consider reduction in trip generation associated with non-auto travel.

Fortunately, TRPA has a long-standing program to conduct travel surveys of persons in key commercial and recreational activity centers around the region. Summer surveys—generating data on travel modes and patterns—are conducted every four years. The responses collected over the last two surveys (in 2014 and 2018) were analyzed for the location between Ski Run Boulevard on the east and the South Y on the west and are summarized in Table 2. Note that the responses for the Stateline area (which has an even higher proportion of non-auto travel) were excluded from this review.

TABLE 2: Non-Auto Travel Mode Survey Data

Person Type	Trip Purpose	Total Surveys	Non-auto	Non-Auto %
Resident	Commercial	186	38	20%
Visitor	Commercial	160	40	25%
Visitor	Recreation	528	130	25%
Resident	Work	196	72	37%
Resident	Recreation	101	24	24%
Total Visitor		688	170	25%

Source: TRPA Travel Surveys conducted in Summer 2014 and Summer 2018 for areas between Ski Run on the east and South Y on the west.

As shown, depending on the type of respondent and trip purpose, non-auto travel ranges from 20 percent to 37 percent. This data was used as the basis for the individual non-auto factors by use, as discussed below:

- Ice Skating Center—The observed resident recreational non-auto proportion was reduced by 50 percent reflecting the need to carry sports equipment, to 12 percent.

- Campsites and Cabins—The proportion of total trips generated by the regional access trip (travel to and from Tahoe from the visitor's home or airport) was first calculated. City Parks and Recreation Department data for the existing campground indicates an average length of stay of 2.4 days. This is equivalent to 0.82 access trips per site per day. Divided by the total trips per site per day (4.02), 20 percent of the total trips generated by a campsite are regional access trips. None of the regional access trips are assumed to be by non-auto modes, while the proportion of local trips (such as travel to restaurants, beach, etc.) is 25 percent (per the total visitor non-auto mode survey data). Overall, 20 percent of all visitor trips are by non-auto modes.

- Library—The resident recreation non-auto mode factor was applied.

- Museum and Art Center—The visitor commercial non-auto mode factor was applied.

- Chamber Office—A relatively low (10 percent) factor was applied, reflecting that visitors will be predominantly arriving by car and that employees are less seasonal.

- Passive Park Space—The visitor recreation non-auto mode factor was applied.

No non-auto reductions were assumed for the corporation yard, vector control and fire training facility.

Pass-by Reductions

"Pass-by trips" consist of trips generated by drivers already passing by a site (such as along US 50, in this case) that simply make an additional stop as part of a longer trip. For instance, a high proportion of trips generated by a gas station are pass-by trips. These trips result in new turning movements at site access intersections but do not add to traffic volumes on the regional access roads or to regional VMT. The ITE Trip General Handbook (3rd edition) provides data on pass-by proportions for many land use types. Most of the existing land uses generate primary trips rather than pass-by trips. For example, campground trips and employment trips are primary trips. However, there are several existing uses that generate pass-by trips, consisting of the Library, Museum, and Art Center uses. As pass-by data is not available for these uses, the ITE pass-by factor for Variety Store retail use (37 percent) was applied. While there may be other uses (recreation center, ice rink, passive park uses) that have some pass-by trip activity, this is assumed to be zero as no applicable data is available and in order to be conservative.

Trip Generation at Site Driveways

Multiplying the land use quantities by the trip rates and applying reductions for non-auto trips and pass-by trips yields the vehicle trips generated at the site driveways for proposed project conditions. As shown

in Tables 3 and 4, the proposed land uses are forecasted to generate a total of approximately 4,844 one-way daily vehicle trips (DVTE) at the site driveways on a weekday, including 451 PM peak-hour vehicle-trips (223 inbound plus 228 outbound). The existing land uses are forecasted to generate a total of approximately 3,376 one-way daily vehicle trips (DVTE) at the site driveways on a weekday, including 295 PM peak-hour vehicle-trips (149 inbound plus 146 outbound). Subtracting the proposed daily vehicle trips from the existing daily vehicle trips results in a net increase of 1,468 daily vehicle trips, including 156 PM peak-hour vehicle-trips (74 inbound plus 82 outbound) upon full buildout of the project.

TABLE 3: Existing 56 Acres PM Peak-Hour Trip Generation

					Peak Day PM Peak-Hour						
					Site Driveways			Passby Reductions		New External Trips	
Building/Area	Existing Uses (1)	Daily Trips	PM Pk Hr Trip Generation Rate	PM % In	Total	In	Out	In	Out	In	Out
Recreation Center	39 KSF	952	--	--	76	35	41	0	0	35	41
Ice Skating Center	37 KSF	516	2.63	55%	86	47	39	0	0	47	39
Campground	172 Occupied Sites	553	0.27	65%	37	24	13	0	0	24	13
Cabins	7 Occupied Rooms	49	0.74	45%	4	2	2	0	0	2	2
Library	15 KSF	544	8.16	48%	62	30	32	15	16	14	16
Senior Center	41 Daily Attendees	58	--	--	6	1	4	0	0	1	4
Historical Museum	2.1 KSF	3	0.66	71%	1	0	0	0	0	0	0
Art Center	1.144 KSF	32	6.21	46%	4	2	2	1	1	1	1
Chamber Office (?)	3 KSF	61	3.19	43%	9	4	5	0	0	4	5
Outdoor Event Space	750 Attendees	522	--	--	*Not Included in Base Analysis*						
Passive Park Space	2.7 Acres	4	0.31	39%	1	0	0	0	0	0	0
Corp Yard	3.864 KSF	19	0.83	18%	3	1	3	0	0	1	3
Vector Control	3.4 KSF	17	0.83	18%	3	1	2	0	0	1	2
Fire Training Facility	2.25 KSF	46	2.27	48%	5	2	3	0	0	2	3
TOTAL		3,376			295	149	146	16	18	132	129

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution pattern for new trip generated on the project site was developed based on the proportion of South Lake Tahoe population in various directions from the site, the convenience of various access routes, and the regional access patterns. In particular, the fact that much of the uses are municipal in nature indicates that the site's location with regards to citywide population is an important factor. The results are shown in Table 5. Trips from the existing land uses were assigned to study intersections. These trips were then removed from the existing no project scenario to create an "existing volumes minus existing 56 Acres site land use" set of volumes.

With construction of the new Main Street, some existing trips will be diverted to using the new Main Street rather than using their original route. For instance, trips between US 50 south of the site and the library can be expected to shift to use Main Street. The trips from the "existing volumes minus existing 56 Acres site land uses" were redistributed to incorporate the new Main Steet.

TABLE 4: Proposed Buildout 56 Acres PM Peak-Hour Trip Generation

Building/Area	Proposed Uses	Daily Trips	PM Pk Hr Trip Generation Rate	PM % In	Peak Day PM Peak-Hour: Site Driveways Total	Site Driveways In	Site Driveways Out	Passby Reductions In	Passby Reductions Out	New External Trips In	New External Trips Out
Recreation Center	62.72 KSF	1446	2.31	0.47	115	53	62	0	0	53	62
Ice Skating Center	37.00 KSF	516	2.63	55%	86	47	39	0	0	47	39
Campground	118 Occupied Sites	379	0.27	65%	25	17	9	0	0	17	9
Cabins	17 Occupied Rooms	118	0.74	45%	10	5	6	0	0	5	6
Library	15 KSF	544	8.16	48%	62	30	32	15	16	14	16
Senior Center	41 Daily Attendees	58	--	--	6	1	4	0	0	1	4
Historical Museum	2.1 KSF	3	0.66	71%	1	0	0	0	0	0	0
Art Center	1.144 KSF	32	6.21	46%	4	2	2	1	1	1	1
Chamber Office	3 KSF	61	3.19	43%	9	4	5	0	0	4	5
Outdoor Event Space - Lakeview Commons	750 Attendees	522	--	--	*Not Included in Base Analysis*						
New Outdoor Event Space	375 Attendees	261	--	--	*Not Included in Base Analysis*						
Passive Park Space	6.00 Acres	10	0.31	39%	1	1	1	0	0	1	1
New Civic Center Building	25.00 KSF	508	3.19	43%	72	31	41	0	0	31	41
TOTAL		4,458			390	190	201	16	18	173	183
Net Change		1,082			95	41	54	0	0	41	54

Table 5: SLT 56 Acres Master Plan - Trip Distribution

Origin/Destination	Percent of Traffic
US 50 South of Lyons Avenue	48%
Tallac Avenue West of US 50	7%
Lakeview Avenue West of US 50	3%
US 50 East of Rufus Allen Blvd	39%
Pickett Avenue East of Rufus Allen Blvd	2%
Area Along Lyons Ave/Rufus Allen Blvd S. of 56 Acres	1%

Source: LSC Transportation Consultants, Inc.

The trip distribution pattern for vehicle trips made to/from the project are then estimated for the proposed land uses. These trips were then assigned to study intersections resulting in the "Project Net Impact" volume set as shown in Table 1. These volumes were then added to the "exiting volumes minus existing 56 Acres site land use" volumes to create the "Existing plus Project" set of volumes as seen in Table 1.

The "existing volumes minus existing 56 Acres site land uses" through volumes were increased using the same growth factors as mentioned previously. Using these growth volumes and adding the "Project Net Impact" results in the "Future plus Project" set of volumes as seen in the bottom of Table 1.

Chapter 5
Vehicle Miles Traveled

Vehicle miles traveled was evaluated in accordance with TRPA's *"Project Impact Analysis Update: Project Impact Assessment and Air Quality Mitigation Fee Framework"* (TRPA April 21, 2021). For this multi-use project, each land use is analyzed independently and then summed. As existing uses will be modified, it is necessary to assess VMT both for existing uses as well as buildout future uses. This analysis is conducted under the CEQA analysis guidelines, by which the total trip length (regardless of jurisdiction) is considered.

EXISTING LAND USE VMT

Existing VMT is calculated by multiplying trip generation by an annual-to-peak daily factor and multiplying by the average trip length for each.

Average Annual Daily Trip Factors

Table 3, above, presents the peak daily trip generation for existing land uses. It is important to note that this figure represents trip generation during the busiest season of each land use (largely, but not entirely, summer). VMT analysis, however, is conducted on an average annual daily basis, reflecting that it is a basis for overall greenhouse gas emissions. It is therefore necessary to define factors that reflect the ratio of average daily activity (and thus trip generation) to peak daily activity. These factors were defined as follows:

- Recreation Center—City Parks and Recreation Department provided data for the existing recreation center daily use and campground/cabins for the 2018 calendar year.

- Ice Skating Center—The Tahoe Ice Arena 2021 Seasonal Usage Estimates Study was analyzed to develop an appropriate factor.

- Campground/Cabins—City Parks and Recreation Department provided data for the existing recreation center and campground/cabins for the 2017 season (April 1 to October 31). The utilization rate during the season was calculated separately for the campground sites and the cabins, and then factored by the proportion of total annual days in the operating season. Note that this assumes cabins are available year-round.

- Library and Chamber Office—A factor of 0.82 was applied, reflecting operations 6 pays per week and 12 annual holidays.

- Senior Center and Art Museum—The factor of 0.68 reflects operations 5 days per week and 12 annual holidays.

- Museum—The factor of 0.41 reflects operations 3 days per week and 7 annual holidays on days of operation.

- Outdoor Event Space—As a maximum of 10 events are held per year (per City input), the factor reflects that events occur on only 3 percent of annual days.

- Passive Park Use—The ITE ratio of peak weekly (Sunday) to average daily trip generation was applied and assumed to occur throughout the year.

- Corp Yard—Operation was assumed 5 days per week, with 12 holidays per year.

- Vector Control—This facility typically operates 5 days per week (excluding holidays) from April 1st to mid-November.

- Fire Training Facility—Classes were assumed to be held 60 days per year.

Average Trip Length

The final data element needed to define VMT is the average vehicle trip-length (in miles). These values were defined as follows:

- Recreation Center, Library, Senior Center, Passive Park Use—These uses are assumed to be used in large part by City of South Lake Tahoe residents. An average trip length of 2.60 was defined by identifying the travel distance to the 53 individual Traffic Analysis Zones (TAZs) in the TRPA TransCAD regional transportation model and weighting them by the population in each TAZ (per TRPA data) to define the average overall trip length.

- Ice Skating Center—This facility will have a broader overall attendee area, as the only ice facility of regulation size in the South Shore. A similar TAZ population weighted trip length analysis was conducted, assuming attendee travel from all of the South Shore.

- Campground and Cabin—These land uses generate two types of trips: regional access trips (to and from Tahoe) and local trips. As discussed above, 20 percent of trips generated by these land uses are regional access trips. Table 6 presents an analysis of the average trip length for these regional access trips, assuming that the preponderance of such trips come from residents of Nevada and California, indicating an average trip length of 219 miles. For local trips, the zonal average trip length identified by TRPA for the VMT analysis zone encompassing the 56 Acres Parcel (4.51 miles) was used. The weighted average of these lengths is 47.4 miles.

- Museum, Art Center, Corporation Yard, Vector Control, Fire Training Facility—The TRPA average trip length for the VMT analysis zone of 4.51 is applied.

- Special Events—Events at the 56 Acres typically generate most of the attendance from the South Shore region, though some attendees may come from other portions of the Tahoe Region. Table 7 presents an estimate of the regional distribution of origination locations for event attendees, and the corresponding mileage. As shown, the weighted average trip length is 4.8 miles.

TABLE 6: Campground/Cabin Average Trip Length

Origination	Percent of Trips	Trip Length (Miles)
Regional Access Trip Origin/Destination		
Reno/Sparks/RTIA	12%	59
Sacramento	20%	100
Bay Area	39%	180
Central Valley	8%	265
Los Angeles	12%	440
Las Vegas	4%	460
San Diego Region	6%	528
	% Of Total Trips	
Weighted Average: Regional Access	20%	218.78
Local Trip Average Length	80%	4.51
Total Campground/Cabin Avg. Trip Length		47.36

Based on LTVA survey of concert attendees.

TABLE 7: Calculation of Event Attendee Trip Length

Trip Origin	Distance (Miles)	Proportion of Event Attendees
North Shore	29.4	4%
West Shore	25.0	3%
Camp Richardson	5.7	8%
Meyers/Pioneer Trail South	7.0	10%
Tahoe Keys	4.4	8%
Tahoe Valley	3.4	11%
Bijou/Al Tahoe	0.8	16%
Pioneer Trail North/Ski Run	2.8	12%
Casino Core (W. of Stateline)	2.0	17%
Stateline	2.4	5%
Lower Kingsbury	3.4	3%
Upper Kingsbury	5.9	1%
Round Hill	4.6	2%
East Shore (North of Round Hill)	9.0	1%
		100%
Weighted Average	4.8	

Source: LTVA surveys of event attendees, adjusted by LSC for local events.

TOTAL EXISTING VMT

Multiplying the average daily trips by the average trip length for each use category and summing over all categories yields a total average daily VMT generated by existing 56 Acres uses of 12,523. Of this total, by far the largest proportion is generated by the campground, with 7,262 VMT (58 percent of the total), along with 485 (3.9 percent) generated by the cabins. This is in large part a result of the relatively long average trip length associated with regional access trips. The only other land uses generating more than 10 percent of the total VMT is the Recreation Center, with 1,433 VMT and the Ice Skating Center with 1,546. The results are shown in Table 8.

TABLE 8: 56 Acres Vehicle-Miles of Travel -- Existing

Building/Area	ITE Use Category	ITE #	Land Use Units	Existing Uses (1)	Daily Trip Generation Rate	Non-Auto Reduction	Pass-By Reduction	Daily Trips	Average/ Peak Day Factor	Average Daily Trips	CEQA VMT Analysis: Average Trip Length (Miles)	CEQA VMT Analysis: Average Daily VMT	CEQA VMT Analysis: % of Avg Daily VMT
Recreation Center	Recreational Community Center	495	KSF	39	--	--	--	952	0.58	552	2.60	1,433	11.4%
Ice Skating Center	Ice Skating Rink	465	KSF	37	15.84	12%	0%	516	0.70	361	4.28	1,546	12.3%
Campground	Campground/Recreational Vehicle Park	416	Occupied Sites	172	4.02	20%	0%	553	0.28	153	47.4	7,262	58.0%
Cabins	Motel	320	Occupied Rooms	7	8.71	20%	0%	49	0.21	10	47.4	485	3.9%
Library	Library	590	KSF	15	72.05	24%	34%	544	0.82	448	2.60	1,164	9.3%
Senior Center	NA	NA	# Daily Attendees	41 attendees	--	--	0%	58	0.68	40	2.60	103	0.8%
Historical Museum	Museum	580	KSF	2.10	2.91	25%	34%	3	0.41	1	4.51	6	0.0%
Art Center	Craft Store	879	KSF	1.14	56.55	25%	34%	32	0.68	22	4.51	98	0.8%
Chamber Office	Government Office Building	730	KSF	3.00	22.59	10%	0%	61	0.82	50	4.51	227	1.8%
Outdoor Event Space	NA	NA	Attendees	750	--	--	0%	522	0.03	14	4.84	69	0.6%
Passive Park Space	Public Park	411	Acres	2.70	2.19	25%	0%	4	0.53	2	2.60	5	0.0%
Corp Yard	General Light Industrial	110	KSF	3.86	4.96	0%	0%	19	0.68	13	4.51	58	0.5%
Vector Control	General Light Industrial	110	KSF	3.4	4.96	0%	0%	17	0.43	7	4.51	33	0.3%
Fire Training Facility	Community College	540	KSF	2.25	20.25	0%	0%	46	0.16	8	4.51	34	0.3%
TOTAL								3,376		1,682		12,523	100.0%

Note 1: Includes uses within the previous 5 years

Future Buildout VMT Analysis

The future VMT associated with the project consists of two elements: the VMT effects of shifting land uses to and from the site, and the VMT generated by future land uses on the 56 Acres Parcel. The following relocations are expected by upon full build-out of the project:

- The existing vector control facility and corporation yard would be relocated to the industrial corridor of South Lake Tahoe (i.e., South Y Industrial Area).
- The fire training facility will be located off-site to a location near Bijou Park and LTCC area.
- The existing City Hall land uses currently at the airport would shift to the site.
- The existing Planning Department uses current at the old City Hall site on Tata Lane would shift to the site.

The VMT associated with these relocated land uses are shown in Table 9.

Multiplying the average daily trips by the average trip length for each use category and summing over all categories yields a total average daily VMT generated by the proposed 56 Acres uses of 15,039. Of this total, by far the largest proportion is generated by the campground, with 4,977 VMT (33 percent of the total), along with 3,468 (23 percent) generated by the cabins. This is in large part a result of the relatively long average trip length associated with regional access trips. The only other three land uses generating more than 10 percent of the total VMT is the Ice-Skating Center with 2,580 VMT and the Recreation Center with 2,176 VMT. The results are shown in Table 10.

TOTAL CHANGE IN VMT

The net change in VMT for the project is calculated by taking the VMT from the buildout on the 56 Acres Parcel, subtracting the existing VMT and adding the net change in VMT elsewhere for each land use, and then summing over all land use categories. As shown in Table 11, the net increase for the project (considering the total trip length, per CEQA requirements) is 1,123 total VMT (a 9 percent increase in VMT).

The City of South Lake Tahoe has not established formal significance criteria for VMT analysis. However, the TRPA has adopted standards, including a screening value, as presented in the *TRPA Project Impact Assessment Guidelines* (June 2021). This indicates that projects that result in a net increase of average annual daily VMT not less than 1,300 within a town or regional center or a half-mile distance of a town or regional center (which the 56-Acre site is) is a low-VMT proposal that is not considered significant. For purposes of this analysis, the TRPA criteria is applied. Based on this criteria, there is no need to evaluate specific mitigation measures to reduce VMT, beyond the payment of regional VMT mitigation fees.

TABLE 9: 56 Acres Vehicle-Miles of Travel -- Impact of Relocation of Land Uses

Building/Area	ITE Use Category	ITE #	Land Use Units	Relocated Quantity	Daily Trip Generation Rate	Non-Auto Reduction	Pass-By Reduction	Daily Trips	Average/ Peak Day Factor	Average Daily Trips	Average Trip Length (Miles)	Average Daily VMT
Uses Eliminated Elsewhere												
Existing City Hall Functions at Airport	Government Office Building	730	KSF	-16.67	22.59	4%	0%	-362	0.82	-298	3.95	-1179
Existing Planning Department Functions at Tata Lane	Government Office Building	730	KSF	-7.4	22.59	10%	0%	-150	0.82	-124	2.71	-335
Uses Relocated Elsewhere												
Corp Yard	General Light Industrial	110	KSF	3.86	4.96	0%	0%	19	0.68	13	4.51	58
Vector Control	General Light Industrial	110	KSF	3.4	4.96	0%	0%	17	0.43	7	4.31	32
Fire Training Facility	Community College	540	KSF	2.25	20.25	0%	0%	46	0.16	8	4.13	31
TOTAL										-394		-1,393

TABLE 10: 56 Acres Vehicle-Miles of Travel -- Proposed Buildout

Building/Area	ITE Use Category	ITE #	Land Use Units	Proposed Buildout Quantity	Daily Trip Generation Rate	Non-Auto Reduction	Pass-By Reduction	Daily Trips	Average/ Peak Day Factor	Average Daily Trips	CEQA VMT Analysis		
											Average Trip Length (Miles)	Average Daily VMT	% of Avg Daily VMT
Recreation Center	Recreational Community Center	495	KSF	62.72	28.82	20%	0%	1,446	0.58	838	2.60	2,176	14.5%
Ice Skating Center	Ice Skating Rink	465	KSF	37.00	15.84	12%	0%	516	0.70	361	4.28	1,546	10.3%
Campground	Campground/Recreational Vehicle Park	416	Occupied Sites	118	4.02	20%	0%	379	0.28	105	47.4	4,977	33.1%
Cabins	Motel	320	Occupied Rooms	17	8.71	20%	0%	118	0.62	73	47.4	3,468	23.1%
Library	Library	590	KSF	15	72.05	24%	34%	544	0.82	448	2.60	1,164	7.7%
Senior Center	NA	NA	# Daily Attendees	41 attendees	--	--	0%	58	0.68	40	2.60	103	0.7%
Historical Museum	Museum	580	KSF	2.10	2.91	25%	34%	3	0.41	1	4.51	6	0.0%
Art Center	Craft Store	879	KSF	1.14	56.55	25%	34%	32	0.68	22	4.51	98	0.7%
Chamber Office	Government Office Building	730	KSF	3.00	22.59	10%	0%	61	0.82	50	4.51	227	1.5%
Outdoor Event Space - Lakeview Commons	NA	NA	Attendees	750	--	--	0%	522	0.03	14	4.84	69	0.5%
New Outdoor Event Space	NA	NA	Attendees	375	--	--	0%	261	0.08	21	4.84	104	0.7%
Passive Park Space	Public Park	411	Acres	6.00	2.19	25%	0%	10	0.53	5	2.60	14	0.1%
New Civic Center Building	Government Office Building	730	KSF	25.00	22.59	10%	0%	508	0.82	419	2.60	1,087	7.2%
TOTAL								4,458		2,399		15,039	100.0%

TABLE 11: Summary of Change in Average Daily VMT

	TOTAL VMT			
	Existing on 56 Acre Parcel	Buildout on 56 Parcel	Change in VMT Elsewhere	Net Change
Recreation Center	1,433	2,176	0	743
Ice Skating Center	1,546	1,546	0	0
Campground	7,262	4,977	0	-2,285
Cabins	485	3,468	0	2,983
Library	1,164	1,164	0	0
Senior Center	103	103	0	0
Historical Museum	6	6	0	0
Art Center	98	98	0	0
Chamber Office	227	227	0	0
Outdoor Event Spaces	69	173	0	104
Passive Park Space	5	14	0	9
Municipal Office Uses	0	1,087	-1,514	-427
Corp Yard	58	0	58	0
Vector Control	33	0	32	-1
Fire Training Facility	34	0	31	-3
TOTAL	12,523	15,039	-1,393	1,123
Percent Change				9%
Subtotal by Land Use Category				
Tourist Accom. Units	7,747			698
Public Service	1,723			-431
Recreation	3,053			856
Percent of Total Change by Land Use Category				
Tourist Accom. Units				62%
Public Service				-38%
Recreation				76%

Though Level of Service analysis is no longer a requirement under CEQA, the City would like sufficient circulation/LOS analysis to identify potential areas of concern.

LEVEL OF SERVICE

LOS is a quantitative and qualitative measure of traffic conditions on isolated sections of roadway or intersections. LOS ranges from "A" (with no congestion) to "F" (where the system fails with gridlock or stop-and-go conditions prevailing). Detailed LOS definitions are included in Appendix A. As is the standard for traffic engineering analyses, intersection LOS is analyzed based upon the procedures presented in the *Highway Capacity Manual* (Federal Highways Administration, 2016) using the Synchro software application (Version 10.3, Trafficware). The LOS calculations are contained in Appendix B for further reference.

TRPA LOS Standards

The LOS standards for the Lake Tahoe Basin, established by the Tahoe Regional Planning Agency (TRPA), are set forth in the *2019 Regional Transportation Plan* with the intent that the Region's highway system and signalized intersections during peak periods shall not exceed the following:

1. LOS C on rural scenic/recreational roads,
2. LOS D in rural developed areas,
3. LOS D on urban roads, or
4. LOS D for signalized intersections as LOS E may be acceptable during peak periods not to exceed four hours per day.

The *Regional Transportation Plan Mobility 2035* (TMPO/TRPA, 2012) also states that: "These vehicle LOS standards may be exceeded when provisions for multimodal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways" (pp. 2 – 10). While the Tahoe Regional Planning Compact looks to "reduce the dependency on the private automobile", there are currently no adopted requirements or standards regarding the quality of service of other travel modes (i.e., transit, biking, or walking) that could potentially reduce the demand on the roadway system. The TRPA does not have a specific adopted standard for unsignalized intersections.

City LOS Standards

Policy TC-1.2 in the *South Lake Tahoe General Plan* sets forth that the City shall establish a minimum LOS standard of "D" for all City streets and intersections. Up to four hours per day of LOS "E" shall be considered acceptable. LOS shall be considered based on average delay for the intersection as a whole for signalized intersections, and for the worst approach for intersections controlled by stop signs or roundabouts. LOS shall be evaluated for a busy, but not peak, traffic day in the peak seasons.

Existing Year Intersection Level of Service

As shown in Table 12, all study intersections currently attain the LOS thresholds during the existing year condition without the project. With implementation of the proposed project, although average delays would increase slightly the LOS would remain acceptable, with no changes in LOS.

Future Year Intersection Level of Service

As shown in Table 12, all study intersections will attain the LOS thresholds during the future year condition without the project. With implementation of the proposed project, although average delays would increase slightly the LOS would remain acceptable. In summary, the LOS at all study intersections would remain acceptable with the project, with no changes in LOS at existing intersections.

Table 12: SLT 56 Acres - Intersection LOS Summary

Intersection	Control Type	LOS Threshold	Existing No Project		Existing Plus Project		Future No Project		Future Plus Project	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
US 50/Rufus Allen	Signalized	D	8.9	A	9.3	A	8.9	A	9.3	A
Rufus Allen/Library/Rec Center	TWSC	D	10.2	B	10.1	B	10.2	B	10.1	B
Rufus Allen/Main Street Driveway	TWSC	D	7.6	A	9.7	A	7.6	A	9.7	A
Rufus Allen/Existing Ice Rink Driveway	TWSC	D	9.3	A	9.1	A	9.3	A	9.1	A
Rufus Allen/Old Swim Center Driveway	TWSC	D	9.0	A	0.0	A	9.0	A	0.0	A
US 50/Lyons Ave	Signalized	D	6.6	A	4.8	A	6.6	A	4.8	A
US 50/Tallac Ave/Main Street	Signalized	D	6.2	A	15.1	B	6.2	A	15.2	B
Main Street/Civic Center/Camping	TWSC	D	8.4	A	10.2	B	8.4	A	10.2	B

BOLD text indicates that LOS standard is exceeded.
OVF = Overflow. Overflow indicates a delay greater than 200 seconds per vehicle, which cannot be accurately calculated using HCM methodology.
TWSC = Two-Way Stop-Control; AWSC = All-Way Stop-Control
NOTE 1: Level of service for signalized intersections is reported for the total intersection.
NOTE 2: Level of service for roundabouts and other unsignalized intersections is reported for the worst movement.

Source: LSC Transportation Consultants, Inc.

INTERSECTION QUEUING ANALYSIS

Traffic queues at specific intersections that exceed the storage capacity of turn lanes, or that block turn movements at important nearby intersections or driveways, can cause operational problems beyond those identified in the LOS analysis. The 95th-percentile traffic queue length (the queue length that is only exceeded 5 percent of the time) was reviewed at locations where queuing could potentially cause traffic concerns. Based on this review, no intersection queuing concerns are identified at the study intersections with implementation of the project.

IMPACT ON BICYCLE AND PEDESTRIAN CONDITIONS

The proposed Master Plan includes a comprehensive network of multipurpose bicycle/pedestrian facilities within the site. These facilities are located to direct cyclists and walkers to locations along US 50 with traffic signals that have crosswalks (at Tallac Avenue, Lakeview Avenue and Rufus Allen Boulevard). As a result, cyclists and pedestrians would be provided with protected crossing of US 50.

IMPACT ON TRANSIT SERVICES

The 56 Acres is currently served by TTD Route 50, scheduled to provide serve every 30 minutes 7 days a week. Stops are located along US 50 at Modesto Avenue, San Jose Avenue and Rufus Allen Boulevard. The proposed project will improve transit accessibility in two ways. First, the new location of the recreation center will place it closer to a transit stop than the current location. Secondly, shifting City Hall from the current location at the airport (which is not currently served by transit) to the 56 Acres will provide transit service to this important public function.

The changes in land uses will overall result in a modest increase in transit ridership. Existing (and pre-pandemic) capacity on TTD Route 50 is adequate to accommodate the expected increase.

CONCLUSIONS

- The project is forecasted to generate about 15,039 total VMT with completion of the project. Subtracting out the forecasted existing VMT and the change in land use VMT results in a net increase of 1,123 total VMT considered on a total-trip-length basis.

- The project is forecasted to generate a total of approximately 4,458 one-way daily vehicle trips (DVTE) at the site driveways on a weekday, including 390 PM peak-hour vehicle-trips (190 inbound plus 201 outbound). This is a net increase of 1,082 one-way daily vehicle trips from the existing land uses, including an increase of 95 PM peak-hour vehicle-trips (41 inbound plus 54 outbound).

- The LOS at all study intersections would remain acceptable with the project.

- No intersection queuing concerns are identified at the study intersections with implementation of the project.

- No significant impacts regarding transit or bicycle/pedestrian conditions would result from implementation of the project.

Appendix A
LOS Descriptions

DESCRIPTIONS OF LEVELS OF SERVICE

The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with level of service A representing the best operating conditions and level of service F the worst.

Level of Service Definitions

In general, the various levels of service are defined as follows for uninterrupted flow facilities:

- **Level of service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

- **Level of service B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

- **Level of service C** is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

- **Level of Service D** represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

- **Level of service E** represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

- **Level of service F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level of service F is an appropriate designation for such points.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1383	93	73	1183	34	90
Future Volume (veh/h)	1383	93	73	1183	34	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1503	101	79	1286	37	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1938	130	116	2575	184	164
Arrive On Green	0.57	0.57	0.07	0.72	0.10	0.10
Sat Flow, veh/h	3474	226	1781	3647	1781	1585
Grp Volume(v), veh/h	787	817	79	1286	37	98
Grp Sat Flow(s),veh/h/ln	1777	1830	1781	1777	1781	1585
Q Serve(g_s), s	17.7	18.0	2.3	8.2	1.0	3.1
Cycle Q Clear(g_c), s	17.7	18.0	2.3	8.2	1.0	3.1
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1018	1049	116	2575	184	164
V/C Ratio(X)	0.77	0.78	0.68	0.50	0.20	0.60
Avail Cap(c_a), veh/h	1241	1278	187	3162	665	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	8.6	23.9	3.1	21.5	22.4
Incr Delay (d2), s/veh	2.5	2.6	6.8	0.2	0.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	8.7	1.9	1.3	0.8	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	11.2	30.7	3.3	22.0	25.9
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1604			1365	135	
Approach Delay, s/veh	11.1			4.8	24.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.9	7.9	34.5	42.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	5.5	36.5	46.5
Max Q Clear Time (g_c+I1), s	5.1	4.3	20.0	10.2
Green Ext Time (p_c), s	0.3	0.0	9.9	11.6

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	8	8	90	135	31
Future Vol, veh/h	34	8	8	90	135	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	9	9	98	147	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	280	164	181	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	710	881	1394	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	881	1394	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1394	-	733	-	-
HCM Lane V/C Ratio	0.006	-	0.062	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	13	62	79	64
Future Vol, veh/h	0	0	13	62	79	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	14	67	86	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	216	121	156	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	772	930	1424	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	764	930	1424	-	-	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	7.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	5	4	58	63	15
Future Vol, veh/h	17	5	4	58	63	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	5	4	63	68	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	147	76	84	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	845	985	1513	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	842	985	1513	-	-	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1513	-	871	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	14	9	62	52	9
Future Vol, veh/h	11	14	9	62	52	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	15	10	67	57	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	149	62	67	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	843	1003	1535	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	837	1003	1535	-	-	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	922	-	-
HCM Lane V/C Ratio	0.006	-	0.029	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	20	1364	76	21	1280
Future Volume (veh/h)	69	20	1364	76	21	1280
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	22	1483	83	23	1391
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	31	2011	112	50	2549
Arrive On Green	0.08	0.08	0.59	0.59	0.03	0.72
Sat Flow, veh/h	1327	389	3516	191	1781	3647
Grp Volume(v), veh/h	98	0	767	799	23	1391
Grp Sat Flow(s),veh/h/ln	1734	0	1777	1836	1781	1777
Q Serve(g_s), s	2.4	0.0	13.9	14.0	0.6	8.0
Cycle Q Clear(g_c), s	2.4	0.0	13.9	14.0	0.6	8.0
Prop In Lane	0.77	0.22		0.10	1.00	
Lane Grp Cap(c), veh/h	137	0	1044	1079	50	2549
V/C Ratio(X)	0.71	0.00	0.73	0.74	0.46	0.55
Avail Cap(c_a), veh/h	710	0	1338	1383	205	3448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	6.6	6.7	21.2	2.9
Incr Delay (d2), s/veh	6.7	0.0	1.6	1.6	6.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	5.0	5.2	0.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.6	0.0	8.2	8.2	27.8	3.1
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	98		1566			1414
Approach Delay, s/veh	26.6		8.2			3.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	30.5			36.2	8.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.1	33.3			42.9	18.1
Max Q Clear Time (g_c+I1), s	2.6	16.0			10.0	4.4
Green Ext Time (p_c), s	0.0	10.0			12.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	0	62	0	0	0	31	1408	0	0	1274	54
Future Volume (veh/h)	64	0	62	0	0	0	31	1408	0	0	1274	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	0	67	0	0	0	34	1530	0	0	1385	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	0	143	161	4	0	335	2538	0	330	2007	85
Arrive On Green	0.06	0.00	0.09	0.00	0.00	0.00	0.04	0.71	0.00	0.00	0.58	0.58
Sat Flow, veh/h	1781	0	1585	1781	1870	0	1781	3647	0	1781	3473	148
Grp Volume(v), veh/h	70	0	67	0	0	0	34	1530	0	0	707	737
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	0	1781	1777	1844
Q Serve(g_s), s	1.8	0.0	1.8	0.0	0.0	0.0	0.3	9.9	0.0	0.0	12.8	12.9
Cycle Q Clear(g_c), s	1.8	0.0	1.8	0.0	0.0	0.0	0.3	9.9	0.0	0.0	12.8	12.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	271	0	143	161	4	0	335	2538	0	330	1027	1065
V/C Ratio(X)	0.26	0.00	0.47	0.00	0.00	0.00	0.10	0.60	0.00	0.00	0.69	0.69
Avail Cap(c_a), veh/h	355	0	625	362	745	0	464	3366	0	524	1683	1747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	19.9	0.0	0.0	0.0	5.4	3.3	0.0	0.0	6.8	6.8
Incr Delay (d2), s/veh	0.5	0.0	2.4	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	1.3	0.0	0.0	0.0	0.1	0.9	0.0	0.0	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	22.3	0.0	0.0	0.0	5.5	3.5	0.0	0.0	7.6	7.6
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		137			0			1564			1444	
Approach Delay, s/veh		21.8			0.0			3.6			7.6	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	37.3	0.0	8.6	6.3	31.0	7.5	1.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	43.5	5.3	18.1	5.1	43.5	5.1	18.3
Max Q Clear Time (g_c+I1), s	0.0	11.9	0.0	3.8	2.3	14.9	3.8	0.0
Green Ext Time (p_c), s	0.0	14.3	0.0	0.2	0.0	11.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	26	0	0	15
Future Vol, veh/h	0	0	26	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	28	0	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1622	-	0	1084
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.015	-	-	0.017	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1383	82	89	1177	21	103
Future Volume (veh/h)	1383	82	89	1177	21	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1503	89	97	1279	23	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1953	115	126	2579	196	174
Arrive On Green	0.57	0.57	0.07	0.73	0.11	0.11
Sat Flow, veh/h	3503	201	1781	3647	1781	1585
Grp Volume(v), veh/h	780	812	97	1279	23	112
Grp Sat Flow(s),veh/h/ln	1777	1834	1781	1777	1781	1585
Q Serve(g_s), s	18.3	18.5	2.9	8.4	0.6	3.7
Cycle Q Clear(g_c), s	18.3	18.5	2.9	8.4	0.6	3.7
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1018	1051	126	2579	196	174
V/C Ratio(X)	0.77	0.77	0.77	0.50	0.12	0.64
Avail Cap(c_a), veh/h	1283	1325	244	3347	635	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	9.0	25.0	3.2	22.0	23.3
Incr Delay (d2), s/veh	2.2	2.2	9.6	0.1	0.3	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	9.0	2.6	1.6	0.5	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	11.2	34.6	3.4	22.2	27.2
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1592			1376	135	
Approach Delay, s/veh	11.1			5.6	26.4	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	10.5	8.4	35.8	44.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	7.5	39.5	51.5
Max Q Clear Time (g_c+I1), s	5.7	4.9	20.5	10.4
Green Ext Time (p_c), s	0.3	0.0	10.8	11.9

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	8	2	74	115	55
Future Vol, veh/h	50	8	2	74	115	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	9	2	80	125	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	239	155	185	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	749	891	1390	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	891	1390	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1390	-	765	-	-
HCM Lane V/C Ratio	0.002	-	0.082	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	7	16	25	57	65
Future Vol, veh/h	52	7	16	25	57	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	8	17	27	62	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	159	98	133	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	832	958	1452	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	822	958	1452	-	-	-
Mov Cap-2 Maneuver	822	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1452	-	836	-	-
HCM Lane V/C Ratio	0.012	-	0.077	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	19	23	20	40	24
Future Vol, veh/h	20	19	23	20	40	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	21	25	22	43	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	128	56	69	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	866	1011	1532	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1011	1532	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1532	-	922	-	-
HCM Lane V/C Ratio	0.016	-	0.046	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	43	59	0
Future Vol, veh/h	0	0	0	43	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	47	64	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	111	64	64	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	886	1000	1538	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	886	1000	1538	-	-	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1538	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	13	1423	31	14	1439
Future Volume (veh/h)	23	13	1423	31	14	1439
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	14	1547	34	15	1564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	47	26	2211	49	34	2651
Arrive On Green	0.04	0.04	0.62	0.62	0.02	0.75
Sat Flow, veh/h	1068	598	3649	78	1781	3647
Grp Volume(v), veh/h	40	0	772	809	15	1564
Grp Sat Flow(s),veh/h/ln	1709	0	1777	1856	1781	1777
Q Serve(g_s), s	1.0	0.0	12.5	12.5	0.4	8.6
Cycle Q Clear(g_c), s	1.0	0.0	12.5	12.5	0.4	8.6
Prop In Lane	0.62	0.35		0.04	1.00	
Lane Grp Cap(c), veh/h	76	0	1105	1154	34	2651
V/C Ratio(X)	0.53	0.00	0.70	0.70	0.44	0.59
Avail Cap(c_a), veh/h	721	0	1587	1658	212	3970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	5.4	5.4	20.8	2.5
Incr Delay (d2), s/veh	5.6	0.0	0.8	0.8	8.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	3.4	3.5	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	0.0	6.2	6.2	29.5	2.7
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	40		1581			1579
Approach Delay, s/veh	25.7		6.2			2.9
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.3	31.2			36.5	6.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.1	38.3			47.9	18.1
Max Q Clear Time (g_c+I1), s	2.4	14.5			10.6	3.0
Green Ext Time (p_c), s	0.0	12.1			15.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	14	55	133	22	6	25	1305	105	2	1265	50
Future Volume (veh/h)	60	14	55	133	22	6	25	1305	105	2	1265	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	15	60	145	24	7	27	1418	114	2	1375	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	25	100	315	154	45	244	1812	145	189	1800	71
Arrive On Green	0.05	0.08	0.08	0.09	0.11	0.11	0.03	0.54	0.54	0.00	0.52	0.52
Sat Flow, veh/h	1781	327	1308	1781	1391	406	1781	3332	267	1781	3486	137
Grp Volume(v), veh/h	65	0	75	145	0	31	27	753	779	2	700	729
Grp Sat Flow(s),veh/h/ln	1781	0	1635	1781	0	1797	1781	1777	1822	1781	1777	1846
Q Serve(g_s), s	2.1	0.0	2.8	4.6	0.0	1.0	0.4	20.9	21.2	0.0	19.6	19.7
Cycle Q Clear(g_c), s	2.1	0.0	2.8	4.6	0.0	1.0	0.4	20.9	21.2	0.0	19.6	19.7
Prop In Lane	1.00		0.80	1.00		0.23	1.00		0.15	1.00		0.07
Lane Grp Cap(c), veh/h	317	0	125	315	0	199	244	966	991	189	918	953
V/C Ratio(X)	0.20	0.00	0.60	0.46	0.00	0.16	0.11	0.78	0.79	0.01	0.76	0.76
Avail Cap(c_a), veh/h	367	0	475	315	0	534	337	1235	1266	330	1235	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	27.9	23.7	0.0	25.1	9.9	11.3	11.3	10.3	12.0	12.0
Incr Delay (d2), s/veh	0.3	0.0	4.6	1.0	0.0	0.4	0.2	2.5	2.6	0.0	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	2.2	3.4	0.0	0.7	0.2	10.9	11.2	0.0	10.4	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	32.4	24.8	0.0	25.4	10.1	13.8	13.9	10.3	14.0	14.0
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h		140			176			1559			1431	
Approach Delay, s/veh		28.9			24.9			13.8			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	38.4	10.0	9.3	6.4	36.7	7.9	11.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	43.3	5.5	18.1	5.1	43.3	5.1	18.5
Max Q Clear Time (g_c+I1), s	2.0	23.2	6.6	4.8	2.4	21.7	4.1	3.0
Green Ext Time (p_c), s	0.0	10.6	0.0	0.3	0.0	10.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	72	46	2	3	71	8	3	0	3	10	0	86
Future Vol, veh/h	72	46	2	3	71	8	3	0	3	10	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	50	2	3	77	9	3	0	3	11	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	52	0	0	341	299	51	297	296	82
Stage 1	-	-	-	-	-	-	207	207	-	88	88	-
Stage 2	-	-	-	-	-	-	134	92	-	209	208	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1554	-	-	613	613	1017	655	616	978
Stage 1	-	-	-	-	-	-	795	731	-	920	822	-
Stage 2	-	-	-	-	-	-	869	819	-	793	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1554	-	-	531	579	1017	626	582	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	579	-	626	582	-
Stage 1	-	-	-	-	-	-	753	692	-	871	820	-
Stage 2	-	-	-	-	-	-	784	817	-	749	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0.3	10.2	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	698	1510	-	-	1554	-	-	924
HCM Lane V/C Ratio	0.009	0.052	-	-	0.002	-	-	0.113
HCM Control Delay (s)	10.2	7.5	0	-	7.3	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1383	93	73	1198	34	90
Future Volume (veh/h)	1383	93	73	1198	34	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1503	101	79	1302	37	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1938	130	116	2575	184	164
Arrive On Green	0.57	0.57	0.07	0.72	0.10	0.10
Sat Flow, veh/h	3474	226	1781	3647	1781	1585
Grp Volume(v), veh/h	787	817	79	1302	37	98
Grp Sat Flow(s),veh/h/ln	1777	1830	1781	1777	1781	1585
Q Serve(g_s), s	17.7	18.0	2.3	8.3	1.0	3.1
Cycle Q Clear(g_c), s	17.7	18.0	2.3	8.3	1.0	3.1
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1018	1049	116	2575	184	164
V/C Ratio(X)	0.77	0.78	0.68	0.51	0.20	0.60
Avail Cap(c_a), veh/h	1241	1278	187	3162	665	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	8.6	23.9	3.1	21.5	22.4
Incr Delay (d2), s/veh	2.5	2.6	6.8	0.2	0.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	8.7	1.9	1.3	0.8	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	11.2	30.7	3.3	22.0	25.9
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1604			1381	135	
Approach Delay, s/veh	11.1			4.8	24.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.9	7.9	34.5	42.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	5.5	36.5	46.5
Max Q Clear Time (g_c+I1), s	5.1	4.3	20.0	10.3
Green Ext Time (p_c), s	0.3	0.0	9.9	11.8

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	8	8	90	135	31
Future Vol, veh/h	34	8	8	90	135	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	9	9	98	147	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	280	164	181	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	710	881	1394	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	881	1394	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1394	-	733	-	-
HCM Lane V/C Ratio	0.006	-	0.062	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	13	62	79	64
Future Vol, veh/h	0	0	13	62	79	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	14	67	86	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	216	121	156	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	772	930	1424	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	764	930	1424	-	-	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	7.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	5	4	58	63	15
Future Vol, veh/h	17	5	4	58	63	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	5	4	63	68	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	147	76	84	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	845	985	1513	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	842	985	1513	-	-	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1513	-	871	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	14	9	62	52	9
Future Vol, veh/h	11	14	9	62	52	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	15	10	67	57	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	149	62	67	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	843	1003	1535	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	837	1003	1535	-	-	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	922	-	-
HCM Lane V/C Ratio	0.006	-	0.029	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	20	1364	76	21	1307
Future Volume (veh/h)	69	20	1364	76	21	1307
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	22	1483	83	23	1421
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	31	2011	112	50	2549
Arrive On Green	0.08	0.08	0.59	0.59	0.03	0.72
Sat Flow, veh/h	1327	389	3516	191	1781	3647
Grp Volume(v), veh/h	98	0	767	799	23	1421
Grp Sat Flow(s),veh/h/ln	1734	0	1777	1836	1781	1777
Q Serve(g_s), s	2.4	0.0	13.9	14.0	0.6	8.3
Cycle Q Clear(g_c), s	2.4	0.0	13.9	14.0	0.6	8.3
Prop In Lane	0.77	0.22		0.10	1.00	
Lane Grp Cap(c), veh/h	137	0	1044	1079	50	2549
V/C Ratio(X)	0.71	0.00	0.73	0.74	0.46	0.56
Avail Cap(c_a), veh/h	710	0	1338	1383	205	3448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	6.6	6.7	21.2	2.9
Incr Delay (d2), s/veh	6.7	0.0	1.6	1.6	6.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	5.0	5.2	0.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.6	0.0	8.2	8.2	27.8	3.1
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	98		1566			1444
Approach Delay, s/veh	26.6		8.2			3.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	30.5			36.2	8.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.1	33.3			42.9	18.1
Max Q Clear Time (g_c+I1), s	2.6	16.0			10.3	4.4
Green Ext Time (p_c), s	0.0	10.0			13.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	0	62	0	0	0	31	1408	0	0	1301	54
Future Volume (veh/h)	64	0	62	0	0	0	31	1408	0	0	1301	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	0	67	0	0	0	34	1530	0	0	1414	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	0	141	158	4	0	329	2553	0	330	2030	85
Arrive On Green	0.06	0.00	0.09	0.00	0.00	0.00	0.04	0.72	0.00	0.00	0.58	0.58
Sat Flow, veh/h	1781	0	1585	1781	1870	0	1781	3647	0	1781	3476	145
Grp Volume(v), veh/h	70	0	67	0	0	0	34	1530	0	0	721	752
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	0	1781	1777	1844
Q Serve(g_s), s	1.8	0.0	1.9	0.0	0.0	0.0	0.3	9.9	0.0	0.0	13.3	13.4
Cycle Q Clear(g_c), s	1.8	0.0	1.9	0.0	0.0	0.0	0.3	9.9	0.0	0.0	13.3	13.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	268	0	141	158	4	0	329	2553	0	330	1037	1077
V/C Ratio(X)	0.26	0.00	0.48	0.00	0.00	0.00	0.10	0.60	0.00	0.00	0.70	0.70
Avail Cap(c_a), veh/h	349	0	614	356	733	0	455	3309	0	520	1655	1717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	20.2	0.0	0.0	0.0	5.5	3.3	0.0	0.0	6.8	6.8
Incr Delay (d2), s/veh	0.5	0.0	2.5	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	1.3	0.0	0.0	0.0	0.1	0.9	0.0	0.0	4.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	22.7	0.0	0.0	0.0	5.6	3.5	0.0	0.0	7.7	7.7
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		137			0			1564			1473	
Approach Delay, s/veh		22.2			0.0			3.5			7.7	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	38.1	0.0	8.7	6.3	31.8	7.5	1.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	43.5	5.3	18.1	5.1	43.5	5.1	18.3
Max Q Clear Time (g_c+I1), s	10.0	11.9	0.0	3.9	2.3	15.4	3.8	0.0
Green Ext Time (p_c), s	0.0	14.3	0.0	0.2	0.0	11.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	26	0	0	15
Future Vol, veh/h	0	0	26	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	28	0	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1622	-	0	1084
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.015	-	-	0.017	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1383	82	89	1192	21	103
Future Volume (veh/h)	1383	82	89	1192	21	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1503	89	97	1296	23	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1953	115	126	2579	196	174
Arrive On Green	0.57	0.57	0.07	0.73	0.11	0.11
Sat Flow, veh/h	3503	201	1781	3647	1781	1585
Grp Volume(v), veh/h	780	812	97	1296	23	112
Grp Sat Flow(s),veh/h/ln	1777	1834	1781	1777	1781	1585
Q Serve(g_s), s	18.3	18.5	2.9	8.6	0.6	3.7
Cycle Q Clear(g_c), s	18.3	18.5	2.9	8.6	0.6	3.7
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1018	1051	126	2579	196	174
V/C Ratio(X)	0.77	0.77	0.77	0.50	0.12	0.64
Avail Cap(c_a), veh/h	1283	1325	244	3347	635	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	9.0	25.0	3.2	22.0	23.3
Incr Delay (d2), s/veh	2.2	2.2	9.6	0.2	0.3	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	9.0	2.6	1.6	0.5	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	11.2	34.6	3.4	22.2	27.2
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1592			1393	135	
Approach Delay, s/veh	11.1			5.6	26.4	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	10.5	8.4	35.8	44.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	7.5	39.5	51.5
Max Q Clear Time (g_c+I1), s	5.7	4.9	20.5	10.6
Green Ext Time (p_c), s	0.3	0.0	10.8	12.2

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	8	2	74	115	55
Future Vol, veh/h	50	8	2	74	115	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	9	2	80	125	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	239	155	185	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	749	891	1390	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	891	1390	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1390	-	765	-	-
HCM Lane V/C Ratio	0.002	-	0.082	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	7	16	25	57	65
Future Vol, veh/h	52	7	16	25	57	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	8	17	27	62	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	159	98	133	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	832	958	1452	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	822	958	1452	-	-	-
Mov Cap-2 Maneuver	822	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1452	-	836	-	-
HCM Lane V/C Ratio	0.012	-	0.077	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	19	23	20	40	24
Future Vol, veh/h	20	19	23	20	40	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	21	25	22	43	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	128	56	69	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	866	1011	1532	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1011	1532	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1532	-	922	-	-
HCM Lane V/C Ratio	0.016	-	0.046	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	43	59	0
Future Vol, veh/h	0	0	0	43	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	47	64	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	111	64	64	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	886	1000	1538	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	886	1000	1538	-	-	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1538	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	13	1423	31	14	1467
Future Volume (veh/h)	23	13	1423	31	14	1467
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	14	1547	34	15	1595
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	47	26	2211	49	34	2651
Arrive On Green	0.04	0.04	0.62	0.62	0.02	0.75
Sat Flow, veh/h	1068	598	3649	78	1781	3647
Grp Volume(v), veh/h	40	0	772	809	15	1595
Grp Sat Flow(s),veh/h/ln	1709	0	1777	1856	1781	1777
Q Serve(g_s), s	1.0	0.0	12.5	12.5	0.4	8.9
Cycle Q Clear(g_c), s	1.0	0.0	12.5	12.5	0.4	8.9
Prop In Lane	0.62	0.35		0.04	1.00	
Lane Grp Cap(c), veh/h	76	0	1105	1154	34	2651
V/C Ratio(X)	0.53	0.00	0.70	0.70	0.44	0.60
Avail Cap(c_a), veh/h	721	0	1587	1658	212	3970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	5.4	5.4	20.8	2.5
Incr Delay (d2), s/veh	5.6	0.0	0.8	0.8	8.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	3.4	3.5	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	0.0	6.2	6.2	29.5	2.7
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	40		1581			1610
Approach Delay, s/veh	25.7		6.2			3.0
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.3	31.2			36.5	6.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.1	38.3			47.9	18.1
Max Q Clear Time (g_c+I1), s	2.4	14.5			10.9	3.0
Green Ext Time (p_c), s	0.0	12.1			16.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	14	55	133	22	6	25	1305	105	2	1291	50
Future Volume (veh/h)	60	14	55	133	22	6	25	1305	105	2	1291	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	15	60	145	24	7	27	1418	114	2	1403	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	25	100	313	153	45	239	1819	146	190	1810	70
Arrive On Green	0.05	0.08	0.08	0.09	0.11	0.11	0.03	0.55	0.55	0.00	0.52	0.52
Sat Flow, veh/h	1781	327	1308	1781	1391	406	1781	3332	267	1781	3489	134
Grp Volume(v), veh/h	65	0	75	145	0	31	27	753	779	2	713	744
Grp Sat Flow(s),veh/h/ln	1781	0	1635	1781	0	1797	1781	1777	1822	1781	1777	1846
Q Serve(g_s), s	2.1	0.0	2.8	4.6	0.0	1.0	0.4	20.9	21.2	0.0	20.2	20.3
Cycle Q Clear(g_c), s	2.1	0.0	2.8	4.6	0.0	1.0	0.4	20.9	21.2	0.0	20.2	20.3
Prop In Lane	1.00		0.80	1.00		0.23	1.00		0.15	1.00		0.07
Lane Grp Cap(c), veh/h	316	0	125	313	0	198	239	970	995	190	922	958
V/C Ratio(X)	0.21	0.00	0.60	0.46	0.00	0.16	0.11	0.78	0.78	0.01	0.77	0.78
Avail Cap(c_a), veh/h	365	0	472	313	0	531	331	1228	1259	330	1228	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	28.0	23.9	0.0	25.3	10.0	11.2	11.3	10.2	12.1	12.2
Incr Delay (d2), s/veh	0.3	0.0	4.6	1.1	0.0	0.4	0.2	2.5	2.6	0.0	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	2.2	3.5	0.0	0.8	0.2	10.9	11.2	0.0	10.8	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	32.6	25.0	0.0	25.6	10.3	13.7	13.8	10.3	14.4	14.4
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h		140			176			1559			1459	
Approach Delay, s/veh		29.0			25.1			13.7			14.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	38.7	10.0	9.3	6.4	37.0	7.9	11.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	43.3	5.5	18.1	5.1	43.3	5.1	18.5
Max Q Clear Time (g_c+I1), s	2.0	23.2	6.6	4.8	2.4	22.3	4.1	3.0
Green Ext Time (p_c), s	0.0	10.6	0.0	0.3	0.0	10.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	72	46	2	3	71	8	3	0	3	10	0	86
Future Vol, veh/h	72	46	2	3	71	8	3	0	3	10	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	50	2	3	77	9	3	0	3	11	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	52	0	0	341	299	51	297	296	82
Stage 1	-	-	-	-	-	-	207	207	-	88	88	-
Stage 2	-	-	-	-	-	-	134	92	-	209	208	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1554	-	-	613	613	1017	655	616	978
Stage 1	-	-	-	-	-	-	795	731	-	920	822	-
Stage 2	-	-	-	-	-	-	869	819	-	793	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1554	-	-	531	579	1017	626	582	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	579	-	626	582	-
Stage 1	-	-	-	-	-	-	753	692	-	871	820	-
Stage 2	-	-	-	-	-	-	784	817	-	749	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0.3	10.2	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	698	1510	-	-	1554	-	-	924
HCM Lane V/C Ratio	0.009	0.052	-	-	0.002	-	-	0.113
HCM Control Delay (s)	10.2	7.5	0	-	7.3	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.4

City of South Lake Tahoe
Report to **City Council**

Meeting Date: January 18, 2022

Title: Agreement and Ground Lease with El Dorado County for Development, Operation, and Maintenance of the 56-Acre Property

Location: 56 Acres Property

Responsible Staff Members: Heather Stroud, City Attorney (530) 542-6046
Joseph Irvin, City Manager (530) 542-6000

Background:
Under the terms of multiple agreements initially executed in 1968 and amended numerous times over the past 54 years, the City of South Lake Tahoe and County of El Dorado have jointly used the property commonly known as the "56 Acres," which is generally bounded by US 50 to the west, Lake Tahoe to the north, and Rufus Allen Boulevard to the east. The County currently owns approximately 41 acres on which the Library, Campground by the Lake, County vector control operations, Senior Center, Lakeview Commons, and other existing community buildings are located. The City currently owns approximately 15 acres on which some Public Works functions, South Tahoe Ice Arena, and existing Recreation Center are located. The operative 1972 lease of most of the County-owned property to the City is set to expire on July 1, 2023.

On January 14, 2020, the City Council and El Dorado County Board of Supervisors each adopted resolutions setting forth terms for a new agreement between the City and County for the development and use of the 56-Acre Property. On November 3, 2020, the City and County each adopted resolutions extending the timeframe to complete the new agreement until after the 56 Acres Master Plan and CEQA document were complete. The 56 Acres Master Plan and CEQA document are also on this City Council agenda for consideration.

Issue and Discussion:
The new agreement sets forth the terms of a property exchange to accommodate the development of the 56 Acres Master Plan, outlines the expectations for the development and operation of the property, and includes as an attachment the form of a ground lease to be executed after satisfaction of the conditions precedent to closing, including the property exchange.

As set forth in City Council Resolution No. 2020-006 and the companion County resolution, with minor modifications from subsequent negotiations, the new agreement includes the following terms:

- The City retains ownership of approximately 15 acres, to be reconfigured through a property exchange of much of the existing Recreation Center parcel for a new 10.2-acre

parcel on the north portion of the 56 Acres for the new Multi-Generational Center and future City governmental facilities and a new 1.9-acre parcel to serve as the “main street” through the center of the site. Additionally, the City retains ownership of 4.8 acres of the existing Recreation Center parcel where the South Tahoe Ice Arena is located.

- The agreement and lease are for a term of 50 years, with provisions for automatic extensions up to 99 years.

- The new agreement supersedes and consolidates all existing agreements, including Lakeview Commons, into one new agreement.

- The City will develop, operate, and maintain the owned and leased property on the 56 Acres for recreation and government facilities to serve the residents and visitors of the City and County.

- The City has sole authority to determine the desired improvements, and is solely responsible for the construction, operation, and maintenance of all existing and new improvements on the 56 Acres, with the following exceptions:

    - The County retains ownership and maintenance for the Library and prior Lake Tahoe Visitors Authority building (to be used for the County’s ambulance service provider). The City will provide snow removal at these sites.

    - The County retains ownership and maintenance for the Vector Control facility until it is demolished, remediated, and transferred to the City (within 15 years).

    - The new Multi-Generational Center shall provide approximately 9,000 square feet for County senior programs, including a commercial kitchen and dining room for the County senior nutrition program, and the County will continue to be responsible for those operating costs. The City and County will share use of this space.

    - The City will demolish the existing Recreation Center within 15 years and the City and County will meet and confer over construction of a new shared City-County governmental facility.

- The City will construct the new Multi-Generational Center on the northern portion of the 56 Acres to be transferred to the City.

- The City will establish a reserve fund to pay for repairs, replacements, renovations, and upgrades to the property leased from the County. The reserve fund will be made up from the campground fees and 2 percent of the total asset value of all facilities on the 56 Acres, excluding the South Tahoe Ice Arena.

- As rent for property leased from the County, the City will pay the County 50 percent of net operating profits from the entire 56 Acres, excluding the South Tahoe Ice Arena, that remains after the City funds the reserve fund. Net operating profits are calculated as the revenue received by the City from any source for use and rent of the 56-Acre Property, excluding the South Tahoe Ice Arena, minus all City costs to operate, maintain, and

refurbish such facilities, including all staff costs, operating expenses, and any taxes or assessments paid, excluding campground capital improvement expenses funded by special campground infrastructure fees. If the net operating profits are less than the reserve fund, then neither the City or County are obligated provide additional funds to the reserve fund, and there would be no net operating profits to share.

- As additional rent, starting in the later of year 30 of the new agreement or the full retirement of City-issued debt to finance the construction of the new Multi-Generational Facility, the City will pay the County $200,000 per year, to be adjusted for inflation based on the Consumer Price Index, All Items, West Region.

- The County will reinvest all compensation provided under the agreement into County infrastructure and services in the Tahoe Basin.

- County residents residing outside City limits are eligible to use the existing and new recreational facilities under the same policies and fee schedule as City residents.

- The County and City will meet at least annually to review the status of the terms of the agreement, ensure adequate communication, and strengthen the partnership between the two entities.

Financial Implications:
Initially, the City will pay rent to the County equal to 50 percent of net operating profits from the entire 56 Acres, excluding the South Tahoe Ice Arena, that remains after the City funds the reserve fund. Starting in 30 years, or upon retirement of City-issued debt on the Multi-Generational Facility, whichever is later, the City will pay additional rent to the County of $200,000 per year, adjusted annually for inflation.

The construction of the Multi-Generational Facility will be paid for with revenue from Measure P, which voters approved in 2016 to raise the transient occupancy tax by two percent to pay for recreational facilities. The City will pay for the first phase of construction directly with Measure P revenue and will finance the remainder of the construction by issuing bonds backed by Measure P funds.

Environmental Considerations:
The City Council is considering adoption of an Initial Study/Mitigated Negative Declaration for the 56 Acres Master Plan and South Lake Tahoe Recreation and Aquatics Center Project earlier in this meeting. This Agreement and Ground Lease with the County are within the scope of that Initial Study/Mitigated Negative Declaration.

Policy Implications:
The Agreement and Ground Lease with the County are included in the City Council Strategic Plan 2021-2026 under Goal 1.2 (Mid-Town Revitalization), Action Item 1 (Complete the 56-Acre Master Plan that includes implementation and funding strategies and enter into a lease agreement with El Dorado County).

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

January 18, 2022

Authorizing and Directing the Mayor to Execute Agreement and Ground Lease with El Dorado County for Development, Operation, and Maintenance of the 56-Acre Property

BACKGROUND

A. The City of South Lake Tahoe owns approximately 15 acres of property (Assessor's Parcel Number 026-050-004) and El Dorado County owns the other approximately 41 acres of property (APNs 026-050-003, 026-050-005, and 026-050-006) within the area known as the 56-Acres.

B. The City and County currently use the 56-Acres for both City and County facilities, including a public beach, campground, senior center and senior nutrition program, ice arena, library, and vector control facilities.

C. The City and County have entered into various agreements over the last few decades for the City to lease and operate much of the County portion of the 56-Acres, including the Lease of Real Property between the County and City dated December 12, 1972 and various subsequent amendments.

D. The City and County have worked collaboratively to identify future public improvements on the 56-Acres and negotiate terms for a new agreement for the 56-Acres to replace the 1972 Lease, subsequent amendments, and other agreements regarding the use and operation of various facilities on the 56-Acres.

E. The City has prepared a Master Plan for the 56-Acres which includes, among other things, a new Multi-Generational Recreation/Swim/Senior Center Facility.

F. The City and County have agreed to exchange certain real property located on the 56-Acres to effectuate its development and for the County to lease certain property to the City for the City's ongoing development of the 56-Acres in accordance with the Master Plan. The subject property is exempt surplus property under the Surplus Lands Act, Government Code section 54220 et seq., and implementing guidelines, as each transferring agency's property is being exchanged for other property necessary for the transferring agency's use and is being transferred to another local agency for the transferee's use.

G. In connection with the consideration of the Master Plan and the new Agreement for the Development, Operation, and Maintenance of the 56-Acre Property ("Agreement") and accompanying Ground Lease and Grant Deeds, the City completed review under the California Environmental Quality Act and prepared a Negative Declaration. The City Council approved the Master Plan and Negative Declaration on January 18, 2022.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Finds and declares that the subject property the City is transferring to the County in exchange for County property, as set forth in the Agreement attached hereto as Exhibit A, is exempt surplus property under Government Code section 54220 et seq. and the Surplus Land Act Guideline dated April 2021 ("SLA Guidelines"), for the following reasons:
    a. Pursuant to SLA Guidelines section 103(b)(3)(C), the City is exchanging property for other property necessary for the City's use.
    b. Pursuant to SLA Guidelines section 103(b)(3)(D), the City is transferring property to another public agency, the County, for the County's use.

2. Finds that this Agreement is within the scope of the Mitigated Negative Declaration for the Master Plan approved and adopted by City Council on January 18, 2022.

3. Authorizes and directs the Mayor to execute the Agreement in the form attached hereto as Exhibit A, with minor revisions as may be approved by the City Manager in consultation with the City Attorney.

4. Authorizes and directs the City Manager and City Attorney to take any other steps necessary to effectuate the terms of the Agreement, including without limitation, execution of the Ground Lease, Grant Deeds and certificates of acceptances attached to the Agreement.

Adopted by the City of South Lake Tahoe City Council on January 18, 2022 by the following vote:
Yes:
No:
Absent:
Abstain:

_____ Date:_____

Devin Middlebrook, Mayor

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

AGREEMENT FOR DEVELOPMENT, OPERATION AND MAINTENANCE OF THE 56-ACRE PROPERTY

THIS AGREEMENT FOR DEVELOPMENT, OPERATION AND MAINTENANCE OF THE 56-ACRE PROPERTY ("**Agreement**") dated as of this _____day of _____, 2022, the last day of execution (the "**Effective Date**"), is entered into by and between the CITY OF SOUTH LAKE TAHOE, a municipal corporation ("**City**"), and EL DORADO COUNTY, a political subdivision of the State of California ("**County**"). The City and County may each be referred to as a "**Party**" or collectively as the "**Parties**."

R E C I T A L S

The following Recitals are a substantive part of this Agreement:

A. The City owns approximately 15 acres of property in the City of South Lake Tahoe, also known as Assessor's Parcel Number 026-050-004 (the "**Original City Property**"). The Original City Property is a portion of an overall property known as the 56-Acres. The County owns the other approximately 41 acres of property that make up the 56-Acres, also known as Assessor's Parcel Numbers 026-050-003, 026-050-005, and 026-050-006 (the "**Original County Property**"). The Original City Property was conveyed to the City by County by Grant Deed dated April 17, 1973, and recorded in the Official Records of El Dorado County on April 23, 1973 ("**Grant Deed**"). The Grant Deed includes certain terms regarding the City's use of the Original City Property, including that the property be used for public park, recreation, cultural and visitor services. The Original City Property and the Original County Property may hereinafter be referred to as the "**56-Acre Property**," which is depicted in Exhibit A, Site Map, attached hereto and incorporated herein by reference.

B. The City and County currently utilize the 56-Acre Property for both City and County facilities, including a public beach, campground, senior center and senior nutrition program, ice arena, library, and vector control facilities. In addition, the City has leased portions of the 56-Acre Property to community groups and public agencies for visitor, art and emergency medical services purposes.

C. County and City have entered into various agreements over the last few decades to provide for the County's lease of the entire portion of the Original County Property to City and the construction of various facilities on the County Property. The original Lease of Real Property between the County and City was dated July 1, 1968, and thereafter replaced with a new lease and series of amendments as follows: (1) Lease of Real Property between the County and City dated December 12, 1972; (2) Amendment to Lease of Real Property dated December 9, 1986; (3) Amendment to Lease of Real Property dated April 14, 1987; (5) Amendment to Lease of Real Property dated January 26, 2010; (4) Memorandum of Understanding Between the County of El Dorado and the City of South Lake Tahoe for the Construction of the El Dorado Beach Improvement Project in the South Lake Tahoe Recreational Area ("**Beach Improvement MOU**");and (5) Amendment 1 to the Beach Improvement MOU dated April 17, 2014 " (collectively, the "**Original 56-Acre Agreements**"). In addition, the City and County entered

into a Facility Use Agreement, dated February 15, 2012 for the County's use of a portion of the City's leased property (collectively, the "**Existing Use Agreement**").

D. The City has subleased certain portions of the Original County Property pursuant to the following lease agreements: (1) Lease Agreement between the City of South Lake Tahoe and the South Lake Chamber of Commerce dated April 4, 2006; and (2) a Lease Agreement between the City of South Lake Tahoe and the Tahoe Art League dated May 7, 2012 ("**County Property Subleases**"). In addition, City has entered into a Sublease Agreement between the California Tahoe Emergency Services Operations Authority, dated February 11, 2020 ("**EMS Sublease**").

E. The City and County desire to work collaboratively to maximize the public benefits from the 56-Acre Property, update previous planning efforts and enable the provision of the highest quality recreation and government facilities and services on the 56-Acre Property.

F. The 56-Acre Property is anticipated to become the identifiable recreation and government center of the South Lake Tahoe, with the development of the site as a park-like campus with plentiful recreation facilities, the centralization of City government facilities and services and a "downtown" environment centered on the 56-Acre Property and neighboring Harrison Avenue commercial district.

G. The City and County have worked collaboratively to identify future public improvements on the 56-Acre Property and negotiate terms for a new agreement for the 56-Acre Property to replace the Original 56-Acre Agreements.

H. The California Tahoe Conservancy has provided grant funding for the development of the 56-Acre Property and has expressed support for this Agreement.

I. On January 14, 2020, the City Council of the City of South Lake Tahoe and the Board of Supervisors of the County of El Dorado adopted similar resolutions, Resolution 2020-006, and Resolution 007-2020 respectively, Outlining Proposed Terms for a New Agreement between El Dorado County and the City of South Lake Tahoe for the Development, Operation, and Maintenance of Recreation and Government Facilities on the "56-Acres" ("**56-Acre Terms Resolution**").

J. The City has prepared a Master Plan for the 56-Acre Property ("**Master Plan**"), which includes, among other things, a new Multi-Generational Recreation/Swim/Senior Center Facility (the "**New Multi-Generational Center**"), a depiction of which is shown on Exhibit B, attached hereto and incorporated herein by reference.

K. City and County have also agreed to exchange certain real property located on the 56-Acre Property to effectuate its development and to lease certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with the Master Plan. The subject property is exempt surplus property under the Surplus Lands Act, Government Code section 54220 et seq., and implementing guidelines as the transferring agency's property is being exchanged for other property necessary for the transferring agency's use and is being transferred to another local agency for the transferee's use.

L. In connection with consideration of the Master Plan and this Agreement, the City completed review under the California Environmental Quality Act ("**CEQA**") and prepared a Mitigated Negative Declaration.

M. On January 18, 2022, the City Council approved a Mitigated Negative Declaration and the Master Plan.

N. City and County desire to enter into this Agreement in accordance with the 56-Acre Terms Resolution and subsequent negotiations in order to set forth the terms and conditions, among other things relating to (1) the amendment and restatement of the Original 56-Acre Agreements; (2) City and County transfers of certain City and County-owned property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with the Master Plan; and (4) County's use of certain portions of the 56-Acre Property.

A G R E E M E N T

NOW, THEREFORE, City and County hereby agree as follows:

1. **REPRESENTATIONS AND WARRANTIES / TERM**.

1.1 **Representations and Warranties.**

(a) **City Representations**. City represents and warrants to County as follows:

(i) **Authority.** City is a municipal corporation of the State of California. City has full right, power and lawful authority to perform its obligations hereunder and the execution, performance and delivery of this Agreement by City has been fully authorized by all requisite actions on the part of City.

(ii) **No Conflict.** City's execution, delivery and performance of its obligations under this Agreement will not constitute a default or a breach under any contract, agreement or order to which City is a party or by which it is bound.

(iii) **Ownership of Property.** City is the owner of the Original City Property.

(iv) **No Litigation or Other Proceeding.** To City's current actual knowledge, no litigation or other proceeding (whether administrative or otherwise) is outstanding or has been threatened which would prevent, hinder or delay the ability of City to perform its obligations under this Agreement.

Until the expiration or earlier termination of this Agreement, City shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section (a) not to be true, immediately give written Notice of such fact or condition to County.

(b) **County's Representations.** County represents and warrants to City as follows:

(i) **Authority.** County is a political subdivision of the State of California. County has full right, power and lawful authority to undertake all of its obligations hereunder and the execution, performance and delivery of this Agreement by County has been fully authorized by all requisite actions on the part of County.

(ii) **No Conflict.** County's execution, delivery and performance of its obligations under this Agreement will not constitute a default or a breach under any contract, agreement or order to which County is a party or by which it is bound.

(iii) **Ownership of Property.** County is the owner of the Original County Property.

(iv) **No Litigation or Other Proceeding.** To County's current actual knowledge, no litigation or other proceeding (whether administrative or otherwise) is outstanding or has been threatened which would prevent, hinder or delay the ability of County to perform its obligations under this Agreement.

Until the expiration or earlier termination of this Agreement, County shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section (b) not to be true, immediately give written Notice of such fact or condition to City.

1.2 **Term.** The term of this Agreement shall be fifty (50) years from the effective date of the Lease described in Section 3.1 below, unless and until earlier terminated as provided herein ("**Initial Term**"). The Agreement shall be automatically extended on an annual basis up to a total of ninety-nine (99) years, unless either Party notifies the other Party no later than sixty days prior to the end of the Initial Term, or the then-current term, of a Default (as defined in Section 7.2 below) under this Agreement. If the defaulting Party does not cure the Default as provided herein, the other Party may terminate this Agreement. The Initial Term in addition to any automatic extensions pursuant to this Section 1.2 shall be referred to as the "**Term**."

2. PROPERTY EXCHANGE.

2.1 **Exchange of Property Interests.** City and County have determined that the transfer of the property interests as provided herein will further a governmental purpose by facilitating development of the 56-Acre Property as provided in this Agreement. County will transfer certain real property concurrently with execution of the Lease at the Closing, and City and County will transfer other parcels after certain demolition work is performed, as provided in more detail below.

(a) Concurrently with execution of the Lease, County agrees to transfer to City that approximately 10.2 acres of the Original County Property to be used for the purpose of development and construction of the New Multi-Generational Center, civic center, and parking lot (collectively the "**New Multi-Generational Center Site**") and approximately 4.8 acres of the Original County Property to be used as a right-of-way, as shown in Attachment 1 to Exhibit C, attached hereto and incorporated herein by this reference ("**City Transfer Property**"). In the

event, all or a portion of the City Transfer Property is not developed within fifteen (15) years of the Effective Date consistent with the Master Plan, City shall transfer title and ownership of that portion of the City Transfer Property not developed as provided herein back to the County and the Lease shall be amended to incorporate such property to the Leased Property. The City Transfer Property shall be conveyed pursuant a Grant Deed in the form attached hereto as Exhibit C, which provides that title to the City Transfer Property shall revert to the County in the event that City no longer uses the City Transfer Property for public use ("**City Transfer Property Grant Deed**").

(b) Concurrently with execution of the Lease, City agrees to transfer to County that approximately 11.45 acres of the Original City Property where the existing Recreation Center, excluding the ice arena, is located, as shown in Attachment 1 to Exhibit D, attached hereto and incorporated herein by this reference ("**Existing Recreation Center Site**"). The Existing Recreation Site shall be conveyed to County pursuant to a Grant Deed in the form attached hereto as Exhibit D, which provides that title to the Existing Recreation Center Site shall revert to the City in the event that County no longer uses the Existing Recreation Center Site for public use ("**Existing Recreation Site Grant Deed**"). The Existing Recreation Center Site shall also be included in the Leased Property. City shall continue to operate the existing facilities on the Existing Recreation Center Site until completion of the New Multi-Generational Center, at which time City shall, at its sole cost and expense, vacate, abandon, and demolish, including removal of all Hazardous Materials, as defined in Section 5.2(b) below, the existing Recreation Center facility, in accordance with all Governmental Requirements to the satisfaction of the County ("**Demolition of Existing Recreation Center Facility**"). The Demolition of the Existing Recreation Center Facility shall be completed within fifteen (15) years of the Effective Date. Upon the Demolition of the Existing Recreation Facility, City shall provide Notice to County. County shall review such Notice and may either accept completion of the Demolition of the Existing Recreation Center Facility or provide Notice to City of such work that remains to be completed.

(c) County agrees to transfer to City that approximately one acre of the Original County Property that is currently being used for a vector control facility ("**Vector Control Facility**"), as shown in Attachment 1 to Exhibit E, attached hereto and incorporated herein by this reference ("**Vector Control Property**") within thirty (30) days of City's acceptance of the Demolition of the Vector Control Facility, as defined in Section 5.2(b). The Vector Control Property shall be conveyed pursuant a Grant Deed in the form attached hereto as Exhibit E, which provides that title to the Vector Control Property shall revert to the County in the event that City no longer uses the Vector Control Property for public use ("**Vector Control Grant Deed**"). Upon transfer of the Vector Control Property to City, the Vector Control Property shall be the sole responsibility of City.

2.2 **As-Is Transfer.** City and County specifically acknowledge that the City Transfer Property, the Existing Recreational Center Site and the Vector Control Property (collectively, the "**Transfer Properties**") being exchanged pursuant to the terms of this Agreement are being accepted by the transferee agency on an "AS IS WITH ALL FAULTS" basis and that neither party is relying on any representations or warranties of any kind whatsoever, expressed or implied, from the other as to any matters concerning the properties, including without limitation: their physical condition; geology; the development potential of the properties and their use,

habitability, merchantability, or fitness for a particular purpose; their zoning or other legal status; compliance with law; the presence or removal of hazardous or toxic materials, substances, or wastes on, under or about the properties or any neighboring property.

2.3 **Amendment to Grant Deed**. In order to provide consistent restrictions among the various property deeds on the 56-Acre Property and remove restrictions that are no longer applicable, the Parties shall amend a prior Grant from County to City to modify the restrictive covenants. The Amendment to Grant Deed shall be in the form attached hereto as Exhibit G ("**Amendment to Grant Deed**").

2.4 **Covenants.** Prior to the transfer of the City Transfer Property and Vector Control Property, as applicable, County will not enter into any contract or lease or convey any real property interest, including easements, affecting the City Transfer Property or the Vector Control Property, as applicable, without City's written consent. Prior to the transfer of the Existing Recreation Center Site, City will not enter into any contract or lease or convey any real property interest, including easements, affecting the Existing Recreation Center Site, without County's written consent.

3. LEASE OF CERTAIN PORTIONS OF THE COUNTY PROPERTY.

3.1 **Lease.** Subject to the terms and conditions of this Agreement, County shall lease to City and City shall ground lease from County the Leased Property, as defined below. The ground lease for the Property shall be in the form of the Ground Lease attached hereto as Exhibit F, subject to such minor revisions as may be approved by City and County (the "**Lease**"). City acknowledges and agrees that the Leased Property shall be used for purposes of development of governmental, recreation and community facilities to serve the community, with primary emphasis on recreation, as set forth in more detail in the Lease. Further, the Parties acknowledge that all structures and improvements on the Leased Property as of the date of the Lease are and shall be the sole property of the City and the City shall be responsible for all maintenance costs, as set forth in more detail in the Lease.

3.2 **Leased Property.** Prior to the Closing, the City and County shall process changes to the boundaries of the Original City Property and the Original County Property in order for the property lines to more accurately align with existing and planned facilities and structures, as shown on the Master Plan attached hereto as Exhibit B. The Original County Property, as modified herein shall be referred to as the "**Leased Property**." The Original City Property, as modified herein shall be referred to as the "**City Property**."

(a) The City shall process a lot-line adjustment to modify the boundaries of the Original City Property and the Original County Property and adjust the lot-line so no structure is located on the lot line.

(b) The City shall process a Parcel Map to create a separate parcel for the real property on which the El Dorado County Library facility is located ("**County Library Property**") and the parties acknowledge that the real property subject to the EMS Sublease ("**EMS Property**") is excluded from the Leased Property. Both the County Library Property and the EMS Property shall be retained by County and shall not be included in the Leased

Property or subject to the terms of the Lease. City covenants that, as of the Effective Date, the City has completed lead, mold, and asbestos remediation and roof replacement on the EMS Property, and the County's ambulance service provider has initiated a major renovation project on the EMS Property, such that the City is not aware of outstanding maintenance or repair issues associated with the EMS Property. Prior to the Closing, City and County shall negotiate the termination of the existing EMS Sublease in order for County to have direct control and authority for the EMS Property and its use. City shall continue to be responsible for snow removal on the EMS Property and will assist with securing land coverage for the ambulance housing project as required by the Tahoe Regional Planning Agency, including but not limited to the transfer of not less than 50 square feet of City held land coverage for the project. Upon completion of the New Multi-Generational Center, the City shall be responsible for snow removal on County Library Property, which obligation shall be documented in the use agreement between the City and County for the New Multi-Generational Center as provided in Section 5.3(b) below.

3.3 **Lease Rent Payments.** Payments of rent for the Leased Property shall be as provided in the Lease, which provides for City to pay: (a) 50 percent (50%) of net operating profits from all existing and future revenue sources generated in the 56-Acre Property, excluding the ice arena, after the City sets aside fees from the campground on the 56-Acre Property and two percent (2%) of the total asset value of the facilities on the 56-Acre Property into a repair and replacement funds to be managed by the City; and (b) an amount equal to $200,000 (increased annually from the Effective Date) in year 30 of the Lease or retirement of debt for the New Multi-Generational Center, all as set forth in more detail in the Lease (the "**Lease Rent**"). As set forth in the Lease, County agrees to use all Lease Rent received for County infrastructure initiatives and services in the Tahoe Basin area of El Dorado County, including, but not limited to, roads, trails, facilities, and utilities.

3.4 **County Property Subleases**. The existing County Property Subleases shall remain in full force and effect under this Agreement and the Lease, as set forth in more detail therein. City shall also have authority to enter into further subleases consistent with the terms of the Lease.

3.5 **Extension of County Lease Agreements**. The County Lease Agreements are hereby extended and remain in full force and effect until the date the Lease is fully executed and effective.

3.6 **Termination of Original 56-Acre Agreements**. Upon full execution of the Lease, the Original 56-Acre Agreements shall be terminated and of no further force and effect.

4. CLOSING.

4.1 **Title Review**. Each Party may request title reports for the various parcels that comprise the 56-Acre Property and may work with a title company, at its sole cost and expense, to purchase title insurance for any property being accepted by such party prior to acceptance. In the event there are any exceptions on title to any property required to be transferred herein that impact the transferee's ability to develop the property consistent with the terms of this Agreement, the Parties shall coordinate to remove such title exceptions prior to transfer.

4.2 **Execution and Recordation of Lease, City Transfer Grant Deed and Amendment to Grant Deed.** Within five business days of the satisfaction of the City and County Conditions Precedent to Closing, the City and County shall execute the Lease and the Amendment to Grant Deed and shall have the Lease or a Memorandum of Lease recorded against the Leased Property and the Amended Grant Deed recorded ("**Closing**").

4.3 **City's Conditions Precedent to Closing.** City's obligation to proceed with the Lease is subject to the fulfillment or waiver by City of each and all of the conditions precedent described below ("**City Conditions Precedent to Closing**"). City's Conditions Precedent to Lease are solely for the benefit of City and shall be fulfilled or waived within the time periods provided for herein:

(a) **No Default.** County shall not be in Default under this Agreement and no event shall have occurred which with the passage of time or giving of notice or both would constitute a default hereunder.

(b) **Leased Property**. City and County shall have adjusted the property lines of the Original City Property and the Original County Property as provided in Section 3.2.

(c) **Lease.** County shall have executed the Lease in the form attached as Exhibit F.

(d) **Grant Deeds**. County shall have executed the City Transfer Property Grant Deed in the form attached as Exhibit C.

(e) **Amendment to Grant Deed.** County shall have executed the Amendment to Grant Deed in the form attached as Exhibit G.

(f) **CEQA.** No legal challenge has been filed under CEQA within the applicable time period.

4.4 **County's Conditions Precedent to Closing.** County's obligation to proceed with the Lease is subject to the fulfillment or waiver by County of each and all of the conditions precedent described below ("**County Conditions Precedent to Closing**"), which are solely for the benefit of County, and which shall be fulfilled or waived within the time periods provided for herein:

(a) **No Default by City.** City shall not be in Default under this Agreement, and no event shall have occurred which with the passage of time or giving of notice or both would constitute a default hereunder.

(b) **Leased Property**. City and County shall have adjusted the property lines of the Original City Property and the Original County Property as provided in Section 3.2.

(c) **Lease.** City shall have executed the Lease in the form attached as Exhibit F.

(d) **Grant Deed**. City shall have executed a Certificate of Acceptance to the City Transfer Property Grant Deed.

(e) **Amendment to Grant Deed.** City shall have executed the Amendment to Grant Deed in the form attached as Exhibit G.

(f) **CEQA.** No legal challenge has been filed under CEQA within the applicable time period.

5. DEVELOPMENT AND OPERATION OF THE 56-ACRES.

5.1 **City Development.** Except as otherwise provided in this Agreement, City shall have the sole authority over the development, operation and use of the 56-Acre Property, including without limitation, the Leased Property, and may determine, in its sole and absolute discretion, the type and nature of any and all improvements to be located on the 56-Acre Property, subject to the use requirements set forth in Section 6.1 below. The City authority described herein shall include the sole responsibility for the development, construction, operation and maintenance of all existing and new improvements on the 56-Acre Property, subject to the exceptions set forth in Section 5.2 below. County and City staff will work cooperatively in the development, construction, operation and maintenance of the 56-Acre Property.

5.2 **Exceptions to City Authority and Responsibility.** The following are the only exceptions to the City's sole authority and responsibility over the 56-Acre Property**:**

(a) County shall retain ownership and maintenance responsibilities for the EMS Property and the County Library Property, which is not included in the Leased Property and shall not be subject to the terms of the Lease, and all improvements and facilities located thereon.

(b) County shall vacate, abandon, and demolish, including removal of all Hazardous Materials, as defined below, the Vector Control Facility, in accordance with all Governmental Requirements to the satisfaction of the City ("**Demolition of Vector Control Facility**"). The Demolition of the Vector Control Facility shall be completed no later than fifteen (15) years after the Effective Date. Demolition of the Vector Control Facility is expressly contingent upon finding approximately one (1) acre of improved City-owned real property that County determines, in its reasonable discretion, is a suitable site for a new vector control facility ("**New Vector Control Site**"), which shall be transferred by City to County at no cost with full coverage credits. In the event that City and County have not agreed upon the New Vector Control Site within thirteen (13) years of the Effective Date, City and County shall meet and confer to ensure that an agreement is reached as to a reasonable site within the 15-year timeframe set forth herein. Upon the Demolition of the Vector Control Facility, County shall provide Notice to City. City shall review such Notice and may either accept completion of the Demolition of the Vector Control or provide Notice to County of such work that remains to be completed. The Vector Control Property shall be transferred to City as provided in Section 2.1(c). "**Hazardous Materials**" means any substance, material, or waste which is or becomes regulated by any local governmental authority, the State of California, or the United States Government, including any material or substance which is: (i) defined as a "hazardous waste,"

"extremely hazardous waste," or "restricted hazardous waste" under Sections 25115, 25117 or 25122.7, or listed pursuant to Section 25140 of the California Health and Safety Code, Division 20, Chapter 6.5 (Hazardous Waste Control Law); (ii) defined as a "hazardous substance" under Section 25316 of the California Health and Safety Code, Division 20, Chapter 6.8 (Carpenter-Presley-Tanner Hazardous Substance Account Act); (iii) defined as a "hazardous material," "hazardous substance," or "hazardous waste" under Section 25501 of the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory); (iv) defined as a "hazardous substance" under Section 25281 of the California Health and Safety Code, Division 20, Chapter 6.7 (Underground Storage of Hazardous Substances); (v) petroleum; (vi) friable asbestos; (vii) polychlorinated biphenyls; (viii) listed under Article 9 or defined as "hazardous" or "extremely hazardous" pursuant to Article 11 of Title 22 of the California Administrative Code, Division 4, Chapter 20; (ix) designated as "hazardous substances" pursuant to Section 311 of the Clean Water Act (33 U.S.C. §1317); (x) defined as a "hazardous waste" pursuant to Section 1004 of the Resource Conservation and Recovery Act, 42 U.S.C. §6901, *et seq.* (42 U.S.C. §6903); or (xi) defined as "hazardous substances" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. §9601, *et seq.*, as the foregoing statutes and regulations now exist or may hereafter be amended.

(c) Each Party shall be responsible for any and all costs associated with environmental remediation or Hazardous Materials on the real property, facilities or structures on the 56-Acre Property that it owns as of the Effective Date. Each Party shall be responsible for conducting Phase 1 investigations and testing upon undertaking any project on its real property.

(d) City shall provide a location for the County's senior nutrition programs in existing or new City facilities located on the 56-Acre Property pursuant to the terms of a use agreement to be entered into between the Parties. County's programs and the operating costs associated with the programs shall be the sole responsibility of County.

5.3 **Multi-Generational Center.** The City shall endeavor to construct the New Multi-Generational Center on the 56-Acre Property as described in the Master Plan, subject to the following requirements:

(a) City shall be responsible for all design and construction costs associated with the New Multi-Generational Center and shall own and operate the New Multi-Generational Center.

(b) The City shall allocate approximately 9,000 square feet of space in the New Multi-Generational Center for the purpose of providing older adult services and programs. The space shall include a commercial kitchen and dining room for the purpose of accommodating the County Senior Nutrition Program and allowing shared use with the City. County's use shall be documented in a separate use agreement between the Parties. The use agreement shall also include provisions providing for City's obligation to be responsible for snow removal on County Library Property upon completion of the New Multi-Generational Center. The City shall manage the space in order to maximize the use of all elements in the New Multi-Generational Center for programs that benefit all user groups in the community. As part of the annual review set forth in Section 7.1 below, the Parties shall discuss programs and

priorities of use in the New Multi-Generational Center, including City's commitment to serving seniors in the New Multi-Generational Center and allocation of staff or resources dedicated to older adult services and programs coordination.

(c) City shall be responsible for all Maintenance Costs, as defined below, associated with the New Multi-Generational Center and County shall be responsible for the Operating Costs, as defined below, of its programs and use of the New Multi-Generational Center. City and County shall share the Replacement Costs, as defined below, based on each Party's proportionate use of the facilities. The cost allocations provided herein shall be documented in the County and City use agreement described in Section 5.3(b) above.

(i) "Operating Costs" shall include costs to operate the County senior nutrition programs, including staff costs, costs to fund all programming, and cleaning of the commercial kitchen and dining room after County use.

(ii) "Maintenance Costs" shall include costs to maintain the building, parking area, hardscape, sidewalks, landscaping, and any equipment attached to the building whose removal would do harm to the structure, such as the foundation, roof, ventilation, plumbing, electrical, fire suppression, heating, and windows.

(iii) "Replacement Costs" shall include replacement of any equipment or appliances in the commercial kitchen and dining facilities.

(d) The existing Senior Center facility shall remain in operation until the completion of the New Multi-Generational Center. Upon completion of the New Multi-Generational Center, County, at its option, may elect to continue providing older adult services program at the existing Senior Center facility pursuant to the terms of the Lease.

5.4 **Development of Existing Recreation Center Site.** Upon completion of the Demolition of the Existing Recreation Center Facility, either Party may request that this Agreement be re-opened for good faith negotiations between the Parties to address redevelopment and re-use of the Existing Recreation Center Site. The Parties agree and acknowledge that it is anticipated the Existing Recreation Center Site will be developed as a government facility for shared use between County and City.

5.5 **Historical Structures**. In a manner consistent with the Master Plan, the City shall endeavor to adequately preserve all historically-significant buildings currently located on the 56-Acre Property and to locate and design any new recreational or government facilities in a manner that is complementary to the historically-significant buildings as identified in the Master Plan.

5.6 **City Leases**. The City shall have sole discretion over leases of the City Property, including without limitation, the extension or termination of such leases, provided however that any and all leases between the City and a third party shall be in compliance with the general use guidelines set forth in this Agreement. With respect to the Leased Property, City shall have the right to maintain any subleases in effect as of the Effective Date and to sublease the Leased Property to any other government entity or local community non-profit. Any other subleases of the Leased Property require County's prior approval.

5.7 **Compliance with Laws; Indemnity and Waiver.** Both City and County shall carry out all work and development under this Agreement, including County's demolition of the Vector Control Facility and City's development on the 56-Acre Property, in conformity with all applicable laws, ordinances, statutes, codes, rules, regulations, orders and decrees, of the United States, the State of California, the County of El Dorado, the City, and of any other political subdivision or instrumentality exercising jurisdiction over the 56-Acre Property (collectively, the "**Governmental Requirements**"), including all state labor laws and standards; the County zoning and development standards; building, plumbing, mechanical and electrical codes; all other provisions of the City Municipal Code; and all applicable disabled and handicapped access requirements, including the Americans With Disabilities Act, 42 U.S.C. Section 12101, *et seq*., Government Code Section 4450, *et seq*., Government Code Section 11135, *et seq*., and the Unruh Civil Rights Act, Civil Code Section 51, *et seq*. Each Party shall defend, indemnify and hold harmless the other Party and its officers, employees, volunteers, agents and representatives from and against any and all present and future liabilities, obligations, orders, claims, damages, fines, penalties and expenses, including attorneys' fees and costs, arising out of or in any way connected with the first Party's failure to comply with all Governmental Requirements.

6. USE REQUIREMENTS.

6.1 **Governmental Community Use.** The City shall develop, operate and maintain the 56-Acre Property, except as set forth in Section 5.2 above, for recreation and government facilities, with primary emphasis on recreation, to serve the residents and visitors of South Lake Tahoe and El Dorado County. In the event City desires to use the 56-Acre Property for any use other than set forth in this Section 6.1, City may submit a written request for a use exception to the County. County shall consider such request in its reasonable discretion and respond in writing to City within 30 days of receipt of the request.

6.2 **County Resident Use**. The City shall allow residents of El Dorado County that do not reside within the City limits to use existing and new recreation facilities on the 56-Acre Property under the same policies and fee schedule applicable to City residents.

7. ANNUAL REVIEW, DEFAULTS AND REMEDIES.

7.1 **Annual Review**. The Parties shall meet at least once a year prior to the anniversary date of the Effective Date to review the status of the terms of the Agreement and to ensure adequate communication and strengthen the relationship between the Parties. Prior to the annual meeting date, each Party shall submit to the other Party an update on its compliance with the terms and obligations of this Agreement.

7.2 **Default Remedies.** Failure by either Party to perform any action or covenant required by this Agreement within the time periods provided herein following Notice shall constitute a "Default" under this Agreement. A Party claiming a Default shall give written Notice of Default to the other Party specifying the Default complained of. Except as otherwise expressly provided in this Agreement, the claimant shall not institute any proceeding against the other Party if such Party within 60 days following receipt of such Notice of Default immediately, with due diligence, commences to cure, correct or remedy such failure or delay and completes such cure, correction or remedy with diligence

7.3 **Dispute Resolution**. In the event that the Party receiving a Notice of Default disputes the allegations or is not intending to cure, correct or remedy the alleged default, the Parties shall promptly meet in an effort to resolve the issues raised. If the Parties fail to resolve the issues raised, mediation may be pursued by mutual agreement. It is the intent of the Parties to the extent possible that litigation be avoided as a method of dispute resolution.

7.4 **Institution of Legal Actions.** Except as otherwise specifically provided herein, upon the occurrence of a Default, the Parties have the right, in addition to any other rights or remedies, to institute any action at law or in equity to cure, correct, prevent or remedy any Default, or to recover damages for any Default, or to obtain any other remedy consistent with the purpose of this Agreement. The Parties remedies in the event of a Default shall be limited to obtaining specific performance or injunctive relief. Such legal actions must be instituted in the Superior Court of the County of El Dorado, State of California, or in the Federal District Court for the Eastern District of the State of California. Neither Party shall have the right to recover any consequential, punitive or special damages.

7.5 **Termination.** This Agreement may be terminated by mutual consent of the Parties or upon satisfaction of all terms and obligations set forth herein and not otherwise addressed in the Lease or the Amended Grant Deed.

7.6 **Rights and Remedies Are Cumulative.** The rights and remedies of the Parties are cumulative, and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party, except as otherwise expressly provided herein.

7.7 **Inaction Not a Waiver of Default.** Any failures or delays by either Party in asserting any of its rights and remedies as to any Default shall not operate as a waiver of any Default or of any such rights or remedies, or deprive either such Party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies.

8. **GENERAL PROVISIONS**.

8.1 **No Assignment.** The qualifications and identity of the Parties are of particular concern and material considerations for entering into this Agreement. Neither Party shall have the right during the Term to assign all or any portion of its rights, obligations or interests under this Agreement.

8.2 **Mutual Indemnity.**

(a) County shall indemnify, defend (with counsel reasonably acceptable to City), protect and hold City and its officers, employees, agents and representatives, harmless from any and all liabilities, obligations, orders, claims, damages, fines, penalties and expenses, including attorneys' fees and costs ("**Claims**") to the extent caused by any of County's activities under this Agreement or by anyone directly or indirectly employed or contracted with by County and whether such Claims shall accrue or be discovered before or after termination of this Agreement.

(b) City shall indemnify, defend (with counsel reasonably acceptable to County), protect and hold County and its officers, employees, agents and representatives, harmless from any and all Claims to the extent caused by any of City's activities under this Agreement or by anyone directly or indirectly employed or contracted with by City and whether such Claims shall accrue or be discovered before or after termination of this Agreement.

8.3 **Notices, Demands and Communications between the Parties.** Any approval, disapproval, demand, document or other notice ("**Notice**") which either Party may desire to give to the other Party under this Agreement must be in writing and shall be given by certified mail, return receipt requested and postage prepaid, personal delivery, or reputable overnight courier (but not by facsimile or email), to the Party to whom the Notice is directed at the address of the Party as set forth below, or at any other address as that Party may later designate by Notice.

To City: City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joseph D. Irvin, City Manager

To County: El Dorado County
Chief Administrative Office
330 Fair Lane
Placerville, CA 95667
Don Ashton, County Chief Administrative Officer

Any Notice shall be deemed received on the date of delivery if delivered by personal service, on the date of delivery or refused delivery as shown by the return receipt if sent by certified mail, and on the date of delivery or refused delivery as shown by the records of the overnight courier if sent via nationally recognized overnight courier. Notices sent by a Party's attorney on behalf of such Party shall be deemed delivered by such Party.

8.4 **Enforced Delay; Extension of Times of Performance.** Subject to the limitations set forth below, performance by either Party hereunder shall not be deemed to be in Default, and all performance and other dates specified in this Agreement shall be extended, where delays are due to: war; insurrection; strikes; lockouts; riots; floods; earthquakes; fires; casualties; acts of God; acts of the public enemy; epidemics; quarantine restrictions; freight embargoes; governmental restrictions or priority; litigation, including court delays; or unusually severe weather; acts or omissions of the other Party. An extension of time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if Notice by the Party claiming such extension is sent to the other Party within 30 days of the commencement of the cause. Times of performance under this Agreement may also be extended in writing by the mutual agreement of City and County.

8.5 **Relationship between City and County.** It is hereby acknowledged that the relationship between City and County is not that of a joint venture and that City and County shall not be deemed or construed for any purpose to be the agent of the other.

8.6 **Approvals and Actions.** Whenever a reference is made herein to an action or approval to be undertaken by either Party, the City Manager of City or County Chief Administrative Officer of County, as applicable, or his or her designee is authorized to act on behalf of such Party, unless specifically provided otherwise or the context requires otherwise.

8.7 **Counterparts.** This Agreement may be signed in multiple counterparts each of which shall be deemed to be an original.

8.8 **Integration.** This Agreement, including the exhibits hereto, contain the entire understanding between the Parties relating to the transactions contemplated by this Agreement. Each Party is entering this Agreement based solely upon the representations set forth herein and upon each Party's own independent investigation of any and all facts such Party deems material.

8.9 **Titles and Captions.** Titles and captions are for convenience of reference only and do not define, describe or limit the scope or the intent of this Agreement or of any of its terms. References to section numbers are to sections in this Agreement, unless expressly stated otherwise. References to specific section numbers shall include all subsections which follow the referenced section.

8.10 **Interpretation.** As used in this Agreement, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others where and when the context so dictates. The words "include" and "including" shall be construed as if followed by the words "without limitation." The Parties acknowledge that each Party and his, her or its counsel have reviewed and revised this Agreement and that the rule of construction to the effect that any ambiguities are to be resolved against the drafting Party shall not be employed in the interpretation of this Agreement or any document executed and delivered by either Party in connection with this Agreement.

8.11 **Modifications.** Any alteration, change or modification of or to this Agreement, in order to become effective, shall be made in writing and in each instance signed on behalf of each Party.

8.12 **Severability.** If any term, provision, condition or covenant of this Agreement or its application to any Party or circumstances shall be held, to any extent, invalid or unenforceable, the remainder of this Agreement, or the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law.

8.13 **Computation of Time.** The time in which any act is to be done under this Agreement is computed by excluding the first day, and including the last day, unless the last day is a holiday or Saturday or Sunday, and then that day is also excluded. The term "holiday" shall mean all holidays as specified in Sections 6700 and 6701 of the California Government Code. If any act is to be done by a particular time during a day, that time shall be Pacific Time Zone time.

8.14 **Legal Advice.** Each Party represents and warrants to the other the following: they have carefully read this Agreement, and in signing this Agreement, they do so with full knowledge of any right which they may have; they have received independent legal advice from

their respective legal counsel as to the matters set forth in this Agreement; and, they have freely signed this Agreement without any reliance upon any agreement, promise, statement or representation by or on behalf of the other Party, or their respective agents, employees, or attorneys, except as specifically set forth in this Agreement.

8.15 **Time of Essence.** Time is expressly made of the essence with respect to the performance by City and County of each and every obligation and condition of this Agreement.

8.16 **Mutual Cooperation.** Each Party agrees to cooperate with the other to implement the terms and conditions of this Agreement and, in that regard, shall execute any and all documents which may be reasonably necessary, helpful, or appropriate to carry out the purposes and intent of this Agreement.

8.17 **Conflicts of Interest.** No member, official or employee of County or City shall have any personal interest, direct or indirect, in this Agreement, nor shall any such member, official or employee participate in any decision relating to the Agreement which affects his personal interests or the interests of any corporation, partnership or association in which he is directly or indirectly interested.

8.18 **Non-liability of Officials and Employees.** No member, official or employee of either Party shall be personally liable to the other Party, in the event of any Default, breach or for any amount which may become due, or on any obligations under the terms of this Agreement. Each Party hereby waives and releases any claim it may have against the members, officials or employees of the other Party with respect to any Default, breach or for any amount which may become due under the terms of this Agreement.

8.19 **Applicable Law.** The laws of the State of California, without regard to conflict of laws principles, shall govern the interpretation and enforcement of this Agreement.

6.20 **Contract Administrators.** The County officer or employee with responsibility for administration of this Agreement is Don Ashton, Chief Administrative Officer, or successor. The City officer or employee for responsibility for administration of this Lease is Joe Irvin, City Manager, or successor.

[Remainder of page intentionally left blank]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Effective Date.

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____
Mayor

APPROVED AS TO FORM:

By:_____
Heather Stroud, City Attorney

ATTEST:

By:_____
Susan Blankenship, City Clerk

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair, Board of Supervisors

ATTEST:
Kim Dawson
Clerk of the Board of Supervisors

By:_____
Deputy Clerk

EXHIBIT A
SITE MAP

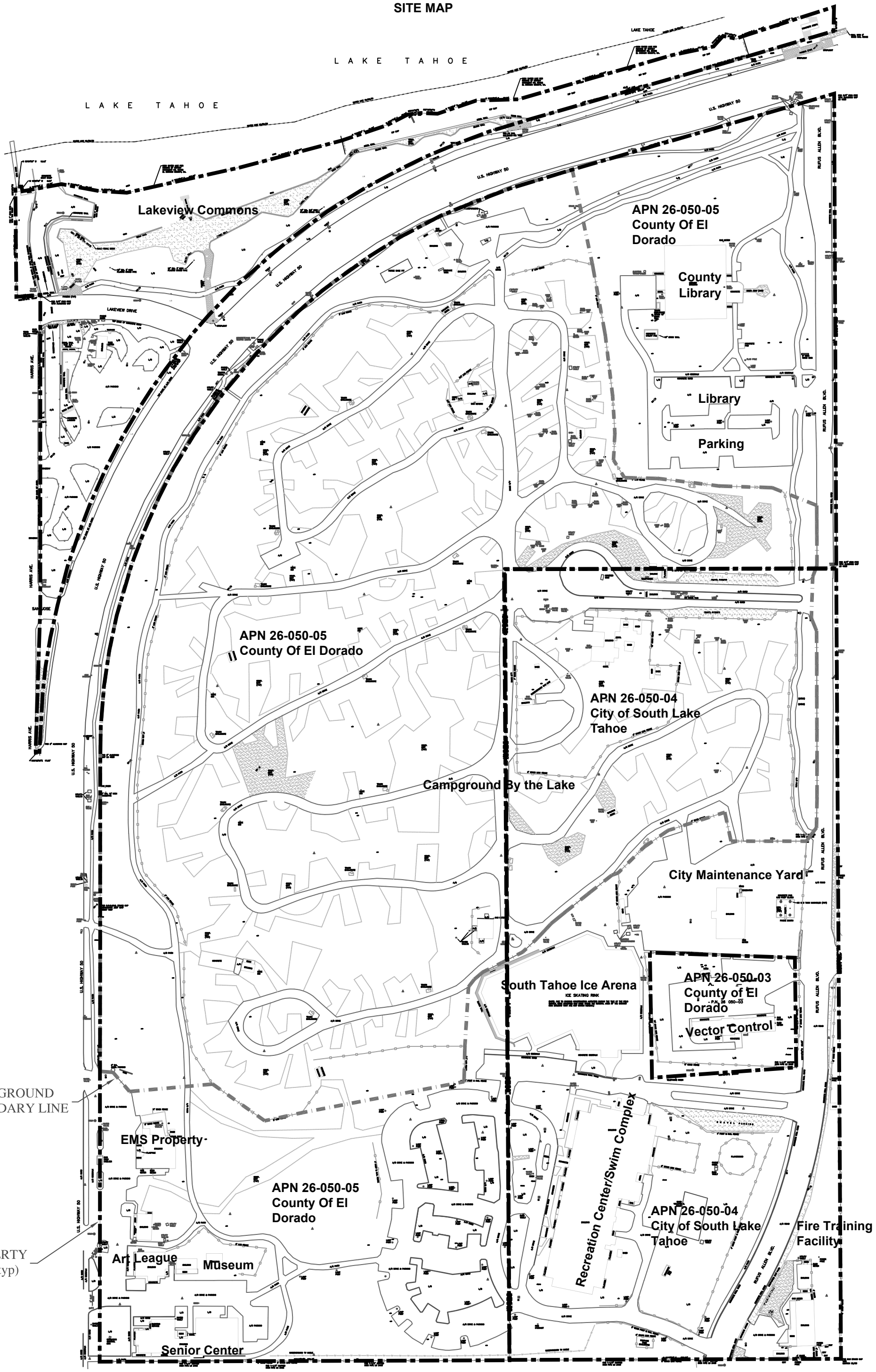


EXHIBIT B
MASTER PLAN



EXHIBIT C

CITY TRANSFER PROPERTY GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

GRANT DEED
(EL DORADO COUNTY TO CITY OF SOUTH LAKE TAHOE)

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, County has agreed to transfer to City an approximately 10.2-acre site for the purpose of development and construction of a new Multi-Generational Center, civic center, and parking lot, and an approximately 4.8 acre site to be used as a right-of-way, in exchange for the City's grant to County of an approximately 11.45 acre site for County governmental or recreational use.

NOW THEREFORE, the County does hereby grant to City, any and all right, title and interest in the real property located in the County of El Dorado, designated as APN _____ _____ and more particularly described in **Attachment 1** attached hereto ("Property") for public use. The Property shall be used for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall be permitted. In the event the Property is not

used for public use as provided herein, title and interest to the Property shall revert to the County.

Executed this _____ day of _____, 202__.

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by Grant Deed dated _____, from the County of El Dorado to the City of South Lake Tahoe ("City") is hereby accepted by the undersigned officer or agent on behalf of the City pursuant to the authority conferred by Resolution No. _____, adopted by the City Council on _____, and the grantee consents to the recordation of the Grant Deed on behalf of the City.

Dated: _____

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ATTACHMENT 1

LEGAL DESCRIPTION OF THE PROPERTY

[to be inserted]

EXHIBIT D

EXISTING RECREATION SITE GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

El Dorado County

_____

_____

Attention: _____

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

GRANT DEED
(CITY OF SOUTH LAKE TAHOE TO EL DORADO COUNTY)

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, City has agreed to grant to County an approximately 11.45 acre site for County governmental or recreational use, in exchange for County's grant to City of an approximately 10.2-acre site for the purpose of development and construction of a new Multi-Generational Center, civic center, and parking lot, and an approximately 4.8 acre site to be used as a right-of-way.

NOW THEREFORE, the City does hereby grant to the County, any and all right, title and interest in the real property located in El Dorado County, designated as APN _____ and more particularly described in **Attachment 1** attached hereto. The Property shall be used for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall be permitted. In the event the Property is not used for public use as provided herein, title and interest to the Property shall revert to the City.

Executed this _____ day of _____, 202__.

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____

APPROVED AS TO FORM:

By:_____
Heather Stroud, City Attorney

ATTEST:

By:_____
Susan Blankenship, City Clerk

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by Grant Deed dated _____, from the City of South Lake Tahoe ("City") to El Dorado County ("County"), a political subdivision of the State of California, is hereby accepted by order of the County Board of Supervisors on _____, and the grantee consents to the recordation of the Grant Deed by its duly authorized officer on behalf of the County.

Dated: _____

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair, Board of Supervisors

ATTEST:

Kim Dawson
Clerk of the Board of Supervisors

By:
Deputy Clerk

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ATTACHMENT 1

LEGAL DESCRIPTION OF THE PROPERTY

[to be inserted]

EXHIBIT E

FORM OF VECTOR CONTROL PROPERTY GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

GRANT DEED
(EL DORADO COUNTY TO CITY OF SOUTH LAKE TAHOE)

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, County has agreed to transfer to City an approximately one-acre site for public use.

NOW THEREFORE, the County does hereby grant to City, any and all right, title and interest in the real property located in the County of El Dorado, designated as APN _____ _____ and more particularly described in **Attachment 1** attached hereto ("Property") for public use. The Property shall be used for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall be permitted. In the event the Property is not used for public use as provided herein, title and interest to the Property shall revert to the County.

Executed this _____ day of _____, 202__.

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair, Board of Supervisors

ATTEST:

Kim Dawson
Clerk of the Board of Supervisors

By:

Deputy ClerkALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by Grant Deed dated _____, 202_____, from the County of El Dorado to the City of South Lake Tahoe ("City") is hereby accepted by the undersigned officer or agent on behalf of the City pursuant to the authority conferred by Resolution No. __, adopted by the City Council on _____, and the grantee consents to the recordation of the Grant Deed on behalf of the City.

Dated: _____, 202_____

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ATTACHMENT 1

LEGAL DESCRIPTION OF THE PROPERTY

[to be inserted]

EXHIBIT F

FORM OF LEASE

RECORDING REQUESTED BY AND WHEN RECORDED RETURN TO: City of South Lake Tahoe 1901 Lisa Maloff Way South Lake Tahoe, CA 96150 Attention: Joe Irvin, City Manager **Exempt from Recording Fees Per Government Code Section 27383**	

Space above this line for Recorder's use only.

GROUND LEASE

This GROUND LEASE (the "**Lease**"), dated as of _____ ("**Effective Date**"), is made and entered into by and between the City of South Lake Tahoe, a California municipal corporation ("**City**"), and El Dorado County, a political subdivision of the State of California ("**County**"). County and City may each be referred to as a "**Party**" or collectively as the "**Parties**."

RECITALS

A. County and City have entered into various agreements over the last few decades to provide for the County's lease to City of certain property on a portion of the site known as the 56-Acre Property and the construction of various facilities on the leased property. The original Lease of Real Property between the County and City was dated July 1, 1968, and thereafter replaced with a new lease and series of amendments as follows: (1) Lease of Real Property between the County and City dated December 12, 1972; (2) Amendment to Lease of Real Property dated December 9, 1986; (3) Amendment to Lease of Real Property dated April 14, 1987; (5) Amendment to Lease of Real Property dated January 26, 2010; (4) Memorandum of Understanding Between the County of El Dorado and the City of South Lake Tahoe for the Construction of the El Dorado Beach Improvement Project in the South Lake Tahoe Recreational Area("**Beach Improvement MOU**");and (5) Amendment 1 to the Beach Improvement MOU dated April 17, 2014 " (collectively, the "**Original 56-Acre Agreements**"). In addition, the City and County entered into a Facility Use Agreement, dated February 15, 2012 for the County's use of a portion of the City's leased property (collectively, the "**Existing Use Agreement**").

B. The City has subleased certain portions of the Original County Property pursuant to the following lease agreements: (1) Lease Agreement between the City of South Lake Tahoe and the South Lake Chamber of Commerce dated April 4, 2006; and (2) a Lease Agreement between the City of South Lake Tahoe and the Tahoe Art League dated May 7, 2012 ("**Existing City Subleases**"). In addition, City has entered into a Sublease Agreement between the California Tahoe Emergency Services Operations Authority, dated February 11, 2020 ("**EMS Sublease**").

C. City and County have negotiated and entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ (the "**New 56-Acre Agreement**") to set forth the terms and conditions relating to (1) the amendment and restatement of the Original 56-Acre Agreements; (2) City and County transfers of certain City and County-owned property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with the Master Plan; and (4) County's use of certain portions of the 56-Acre Property.

D. In connection with consideration of the Master Plan and the New 56-Acre Agreement, the City completed review under the California Environmental Quality Act ("**CEQA**") and prepared a Mitigated Negative Declaration.

E. Pursuant to the terms of the New 56-Acre Agreement, County desires to ground lease the property described and depicted in Attachment 1 to this Lease ("**Leased Property**") to City, subject to the terms and conditions of this Lease.

NOW, THEREFORE, with reference to these Recitals and on the terms and conditions contained in this Lease, City and County agree as follows:

ARTICLE I
LEASE OF PREMISES

1.1 Property. County leases to City, and City leases from County, the Leased Property. County and City acknowledge that all buildings and improvements currently located on the Leased Property constructed by City are and remain the sole property of City. City shall have no rights to subsurface minerals, petroleum, and other hydrocarbon substances, and County expressly reserves all of its rights to same.

1.2 Existing Recreation Center Site. City shall demolish the existing recreation center on the Leased Property upon the completion of the new Multi-Generational Center pursuant to the terms and conditions of the New 56-Acre Agreement.

1.3 As-Is Conveyance. City specifically acknowledges and agrees that County is leasing the Leased Property on an "as is with all faults" basis, condition and state of repair inclusive of all faults and defects, whether known or unknown, as may exist as of the Effective Date.

ARTICLE II
IMPROVEMENTS

2.1 Improvements. City shall have the sole authority over the development, operation and use of the Leased Property, and may determine, in its sole and absolute discretion, the type and nature of any and all improvements to be located on the Leased Property, subject to the use requirements in Section 5.1 below. The City authority described herein shall include the sole responsibility for the development, construction, operation and maintenance of all existing and new improvements on the Leased Property. County and City staff shall work cooperatively in the development, construction, operation and maintenance of the Leased Property. All improvements shall be constructed in accordance with all applicable laws and regulations. In a

manner consistent with the Master Plan, in developing the Leased Property, the City shall endeavor to adequately preserve all historically-significant buildings currently located on the Leased Property and to locate and design any new recreational or government facilities in a manner that is complementary to the historically-significant buildings as identified in the Master Plan.

2.2 Maintenance by City**.** Throughout the Term of this Lease, City shall have the duty to alter, rectify, correct, or replace any defective or dilapidated condition on the Leased Property at its sole cost and expense, including keeping and maintaining any and all existing and new facilities and improvements on the Leased Property in good order, condition and repair and in a safe and sanitary condition in compliance with all applicable laws in all material respects, and making all necessary repairs, including nonstructural and structural repairs, abatement, alterations, improvements, or additions to the Leased Property required to be made by law, statute, ordinance, order, or regulation now or hereafter made or issued by any federal, state, county, local, or other governmental agency or entity, except in the event of Loss or Damage pursuant to Article VII below. City specifically acknowledges and agrees that County does not have and shall not have any obligations with respect to the maintenance of the facilities and improvements on the Leased Property, except to the extent of County's negligent actions or omissions. City and County will meet and confer to address issues identified in a facility assessment study to be conducted by the County on the Leased Property.

2.3 Liens and Stop Notices. City shall keep the Leased Property free and clear of all stop notices, mechanics' liens and other liens on account of any improvements constructed by or for City. City shall indemnify and save County harmless against liability, loss, damages, costs, attorneys' fees, and all other expenses on account of claims of lien of laborers or materialmen or others for work performed or materials or supplies furnished to City or persons claiming under it. If a claim of a lien or stop notice is given or recorded affecting County's interest in the Leased Property, City shall within 30 days of notice of such recording or service: (a) pay and discharge the same; (b) effect the release thereof by recording and delivering to County a lien release bond in customary form and amount which results in the removal of such lien from the Leased Property; or (c) otherwise obtain or effect the release thereof.

2.4 Title to Improvements.

a. City shall have title to and ownership of any and all improvements and facilities constructed on the Leased Property by City under this Lease.

b. Upon the expiration or earlier termination of this Lease, City and County shall meet and confer to coordinate and agree to terms regarding the ownership and/or removal or replacement of the improvements and facilities located on the Leased Property.

ARTICLE III
TERM

3.1 Term. The term of this Lease shall be for fifty (50) years from the Effective Date (the "**Initial Term**"). The Lease shall be automatically extended on an annual basis up to a total

of ninety-nine (99) years. The Initial Term in addition to any automatic extensions pursuant to this Section 3.1 shall be referred to as the "**Term**."

ARTICLE IV
MONETARY PROVISIONS

4.1 Reserve Fund. City shall establish and maintain a reserve fund ("**Reserve Fund**") for the purpose of paying for the cost of repairs, replacements, renovations, or upgrades to the Leased Property ("**Replacement Expenditures**"). Commencing three months after the Effective Date, and quarterly thereafter, City shall set aside and deposit into the Reserve Fund an amount equal to (i) the fees generated from the campground on the Leased Property, and (ii) two percent (2%) of the total asset value of all of the facilities on the 56-Acre Property (excluding the ice arena) ("**Set-Aside Amount**"). All interest and earnings on the Reserve Fund shall be added to the Reserve Fund. If the Net Operating Profits, as defined in Section 4.2(a) below, are less than the Set-Aside Amount in any given year, neither City nor County are obligated to provide additional funds to the Reserve Fund. Replacement Expenditures shall include general repair and replacement, renovations and upgrades, and major capital improvement projects. Replacement Expenditures shall not include periodic, recurring, or routine maintenance that keep facilities in an ordinarily efficient operating condition. City shall provide County with an annual report no later than June 30 of each fiscal year documenting the annual Net Operating Profits, the balance of the Reserve Fund, and how the funds have been used and allocated to Replacement Expenditures. City and County shall meet at least once a year to review the Reserve Fund and discuss and prioritize projects to be funded, including without limitation, an expenditure plan detailing the amount and purpose of Replacement Expenditures for the upcoming year, and any changes as may reasonably be necessary to the Set-Aside Amount. The City will maintain and manage the Reserve Fund. In the event of early termination of this Lease pursuant to Section 9.4, City and County shall meet and confer to discuss the management and use of the Reserve Fund.

4.2 Rent. City shall pay to County during the Term the following amounts ("**Rent**"):

a. Net Operating Profits. City shall pay County an amount equal to 50 percent (50%) of the Net Operating Profits that remain after the City funds the Reserve Fund as set forth in Section 4.1(a) above. Net Operating Profits shall be calculated as the amount received by the City from all revenues generated from any source for use and rent of the 56-Acre Property, excluding the ice arena, but including without limitation, campground, facilities at Lakeview Commons, existing and new facilities, activities or special events (including outdoor camps or other programs) associated with existing and new facilities, minus all City costs to operate, maintain and refurbish such facilities, including all staff costs, operating expenses, and any taxes or assessments paid (excluding campground capital improvement expenses funded by special campground infrastructure fees). Payments shall be made quarterly with the first payment due three months after the Effective Date. City shall deliver to County a reasonably detailed accounting of the Net Operating Profits with every quarterly payment made under this subsection (a), together with copies of such information as County may reasonably request. City shall maintain accurate books and records regarding City's profits and costs and expenses; and County shall have the right from time to time to inspect such books and records during normal business hours.

b. Additional Rent. Beginning the later of (i) 30 years after the Effective Date, or (ii) upon the full retirement or payment of any City-issued original debt to fund the development and construction of a New Multi-Generational Center, City shall pay the Additional Rent Payment (as defined below) to County on an annual basis. If the Additional Rent Payment becomes due under subsection (i) above, the first Additional Rent Payment shall be due on or before the 31st anniversary date of the Effective Date. If the Additional Rent Payment becomes due under subsection (ii) above, the first Additional Rent Payment shall be due on or before the next anniversary of the Effective Date after the full retirement or payment of City-issued original debt and shall be pro-rated based on the percentage of the year remaining after such repayment. Thereafter, the Additional Rent Payment shall be paid annually on or before the anniversary date of the Effective Date. The Additional Rent Payment is equal to $200,000, adjusted based on the annual change in the Consumer Price Index, All Items, West Region, published by the United States Bureau of Statistics. The Consumer Price Index adjustment for the Additional Rent Payment will commence upon the Effective Date and continue annually for the Term of this Lease. Should said index either cease to exist or be modified so that it no longer performs its prior function, the Parties will meet and confer in order to determine a replacement index that most closely approximates said index.

4.3 Use of Rent Proceeds. The County agrees to spend all Rent received on County infrastructure and services in the Tahoe Basin area of El Dorado County, including, but not limited to, roads, trails, facilities, and utilities. County shall create a restricted fund for all Rent for tracking purposes. County shall provide City with an annual report no later than June 30 of each fiscal year documenting the Rent received, the balance of the restricted fund account, and how the funds have been used and allocated. City and County shall discuss the use of Rent as provided herein at the annual coordination meeting on use of the Reserve Fund. County has sole discretion to determine the use and allocation of the Rent but will consider the City's input on the infrastructure and services that will be funded by the Rent proceeds.

4.4 Property Taxes and Assessments. At all times during the Term, City agrees to pay in a timely manner all taxes, assessments, fees, and charges that at any time during the Term may be levied or charged by the federal government, the state or any other tax or assessment levying body on any activity carried on under this Lease, any interest in this Lease, any possessory right that City may have in or to the Leased Property, or that is levied and assessed against the land that comprises the Leased Property and all improvements on the Leased Property. City, at no cost to County, reasonably may contest the legal validity or amount of any such taxes, assessments, or charges for which City is responsible, and institute such proceedings as City considers necessary.

4.5 Utilities. City, at its cost, shall be responsible for arranging for all utilities to be provided to the Property that are required for City's use. Each Party shall be responsible for paying all charges for its use of water, gas, electricity, telephone, sewage, refuse, and any other utilities or materials used or consumed on the Property directly to the party providing such utilities or services.

ARTICLE V
USE OF THE PREMISES

5.1 Use. The City shall develop, operate and maintain the Leased Property for recreation and government facilities, with primary emphasis on recreation, to serve the residents and visitors of South Lake Tahoe and El Dorado County. In the event City desires to use the Leased Property for any use other than set forth in this Section 5.1, City may submit a written request for a use exception to the County. County shall consider such request in its reasonable discretion and respond in writing to City within 30 days of receipt of the request.

5.2 County Use of Senior Center Facility. Upon the completion of the New Multi-Generational Center, County, at its option, may elect to continue providing older adult programs at the existing Senior Center facility. In the event County exercises this option, City and County shall meet and confer to coordinate and agree to terms regarding County's continued use of the existing Senior Center facility.

5.3 County Resident Use. The City shall allow residents of El Dorado County that do not reside within the City limits to use existing and new recreation facilities on the Property under the same policies and fee schedule applicable to City residents.

5.4 Compliance with Laws**.** City shall, at City's sole cost, promptly comply with all federal, state and local laws, ordinances and regulations ("**Laws**"), including Laws regarding Hazardous Materials as defined below, and with the requirements of any governmental authority having jurisdiction over the Leased Property, relating to or affecting the Leased Property or the development, condition, or use of the Leased Property, including the obligation to make improvements, repairs, and alterations required by such Laws, regardless of the cost thereof, at what point in time during the Term compliance is required, and whether such compliance was foreseen or unforeseen. "**Hazardous Materials**" means any substance, material, or waste which is or becomes regulated by any local governmental authority, the State of California, or the United States Government, including any material or substance which is: (i) defined as a "hazardous waste," "extremely hazardous waste," or "restricted hazardous waste" under Sections 25115, 25117 or 25122.7, or listed pursuant to Section 25140 of the California Health and Safety Code, Division 20, Chapter 6.5 (Hazardous Waste Control Law); (ii) defined as a "hazardous substance" under Section 25316 of the California Health and Safety Code, Division 20, Chapter 6.8 (Carpenter-Presley-Tanner Hazardous Substance Account Act); (iii) defined as a "hazardous material," "hazardous substance," or "hazardous waste" under Section 25501 of the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory); (iv) defined as a "hazardous substance" under Section 25281 of the California Health and Safety Code, Division 20, Chapter 6.7 (Underground Storage of Hazardous Substances); (v) petroleum; (vi) friable asbestos; (vii) polychlorinated biphenyls; (viii) listed under Article 9 or defined as "hazardous" or "extremely hazardous" pursuant to Article 11 of Title 22 of the California Administrative Code, Division 4, Chapter 20; (ix) designated as "hazardous substances" pursuant to Section 311 of the Clean Water Act (33 U.S.C. §1317); (x) defined as a "hazardous waste" pursuant to Section 1004 of the Resource Conservation and Recovery Act, 42 U.S.C. §6901, *et seq.* (42 U.S.C. §6903); or (xi) defined as "hazardous substances" pursuant to Section 101 of the Comprehensive Environmental Response,

Compensation, and Liability Act, 42 U.S.C. §9601, *et seq.*, as the foregoing statutes and regulations now exist or may hereafter be amended.

ARTICLE VI
INSURANCE

6.1 Insurance Required of City. During the Term, City shall provide, at its cost and expense, the following forms and amounts of insurance with respect to the Leased Property or such equivalent amounts through an insurance pool. Such insurance shall be primary to and not contributing with any other insurance, self-insurance, or joint self-insurance maintained by the County, shall name the County and its officers, officials and employees as additional insureds, and shall include, but not be limited to:

a. Fire and Extended Coverage Insurance in All Risk form, with vandalism and malicious mischief endorsements, covering the Property and the improvements against loss or damage in an amount equal to not less than 100% of the replacement cost of the improvements.

b. Broad Form Commercial General Liability Insurance protecting City against claims for bodily injury, personal injury and property damage based upon, or arising out of, the ownership, use, occupancy or maintenance, directly or indirectly, of the Leased Property or improvements located thereon and all areas appurtenant thereto. Such insurance shall be written on an "occurrence" policy form providing single limit coverage in an initial amount of not less than $2,000,000 per occurrence and umbrella/excess liability insurance in not less than an initial amount of $5,000,000.

c. Auto Liability Insurance endorsed for all owned and non-owned vehicles in the initial amount of $2,000,000, combined single limit.

d. Worker's Compensation Insurance in an amount and form to meet all applicable requirements of the Labor Code of the State of California.

6.2 City's Consultants, Contractors and Subcontractors. City shall require its consultants, contractors and subcontractors to maintain in force and effect worker's compensation and such other employee, general liability and property insurance as is customary for similar construction projects. Other than worker's compensation insurance, County and its officers, officials and employees shall be named as additional insureds on all such insurance and City shall provide certificates of insurance confirming such additional insured status prior to commencement of any construction work.

ARTICLE VII
LOSS OR DAMAGE TO PROPERTY

7.1 General. No loss or damage by fire, earthquake, flood or any other cause resulting in either partial or total destruction of the improvements located on the Leased Property, including any fixtures, personal property, equipment or machinery used or intended to be used in connection with the Leased Property shall operate to terminate this Lease or to relieve or discharge City from the payment of any Rent. City may, but is not required to, repair,

reconstruct, and/or replace or cause to be repaired, reconstructed and/or replaced any improvements, including any fixtures or personal property used or intended to be used in connection with the Leased Property, in its sole discretion, provided that any insurance proceeds will be applied to the repair, reconstruction and/or replacement of the insured improvements.

7.2 Meet and Confer. In the event of partial or total destruction pursuant to Section 7.1 above, the Parties shall meet and confer to discuss the replacement of improvements and use of the Leased Property.

ARTICLE VIII
ASSIGNMENT

8.1 Assignment Provisions. The qualifications and identity of City are of particular concern to County and material considerations for entering into this Lease. City shall not mortgage, pledge, hypothecate, encumber, transfer, sublease, or assign City's interest in the Leased Property or any part or portion thereof (hereinafter collectively referred to as "Transfer") without the prior written consent of County, which consent may withhold in its reasonable discretion, except as provided herein. County hereby preapproves the Existing County Subleases and any subleases to other government entities and local community non-profits, which shall not require consent by County pursuant to this Section 8.1. In the event that County sells or transfer all or any portion of the Leased Property, it shall assign its rights and obligations under the Lease.

8.2 Notice of Assignment. City shall provide County with written notice of the proposed Transfer, together with a term sheet identifying the proposed assignee or subtenant, its use of the premises, the purchase price to be paid assignment of the Lease or rental rate for the sublease, at least ninety (90) days prior to the proposed effective date of the Transfer. County shall, no later than ninety (90) days after receipt of the information specified above, deliver written notice to City which shall indicate whether County give or withhold consent to the proposed Transfer. If consent is withheld, County shall set forth a detailed explanation of the basis for withholding consent. Should County consent to any Transfer, such consent and approval shall not constitute a waiver of any of the terms, conditions, covenants, restrictions or reservations of this Lease nor be construed as County's consent to any further Transfer. Any document regarding the Transfer of the Leased Property or any part thereof shall not be inconsistent with the provisions of this Lease and in the event of such inconsistency, the provisions of this Lease shall control.

ARTICLE IX
DEFAULT; REMEDIES; TERMINATION

9.1 Remedies. If City at any time shall be in default in the payment of Rent or any other monetary sum called for by this Lease, or if either Party at any time shall be in default in the keeping and performing of any of its other covenants or agreements in this Lease, the non-defaulting Party shall provide written notice thereof to the alleged defaulting Party specifying the particulars of such default ("**Notice of Default**"). If the non-payment of Rent continues for 30 days after City's receipt of Notice of Default or any other alleged default continues for 60 days after a Notice of Default, or if such other default is of a nature that curing the default will take

more than 60 days and the alleged defaulting Party has failed to commence to cure the default within 60 days and diligently pursue completion of such cure, then such Party shall be in "**Default**" under this Lease.

9.2 Dispute Resolution. In the event of a Default, the Parties shall promptly meet in an effort to resolve the issues raised. If the Parties fail to resolve the issues raised, mediation may be pursued by mutual agreement. It is the intent of the Parties to the extent possible that litigation be avoided as a method of dispute resolution.

9.3 Institution of Legal Actions. In the event that dispute resolution does not resolve a Default, the non-defaulting Party may file a legal action to pursue specific performance or injunctive relief. Such legal actions must be instituted in the Superior Court of the County of El Dorado, State of California, or in the Federal District Court for the Eastern District of the State of California. Neither Party shall have the right to recover any consequential, punitive or special damages.

9.4 Termination. This Lease may be terminated by mutual consent of the Parties.

ARTICLE X
INDEMNITY

10.1 City's Indemnity. City shall indemnify, defend, protect and hold County and its officers, employees, agents and representatives, harmless from any and all liabilities, obligations, orders, claims, damages, fines, penalties and expenses, including attorneys' fees and costs ("**Claims**") to the extent arising from or in connection with (a) any condition created in or about the Property during the Term; (b) any breach, violation, or nonperformance of any term, condition, covenant, or other obligation of City under this Lease; and (c) any liens or encumbrances on the Leased Property arising out of any work performed or materials furnished by or for City.

ARTICLE XI
MISCELLANEOUS PROVISIONS

11.1 Holding Over. If City shall hold over the Leased Property after the expiration of the Term with the consent of County, either express or implied, such holding over shall be construed to be a tenancy from month to month subject to all the covenants, conditions and obligations contained in this Lease. City hereby agrees to continue payment of all monetary sums (such as taxes, insurance, etc.) which are the City's obligation under this Lease.

11.2 Quiet Possession. County agrees that City, upon paying the Rent and performing the covenants and conditions of this Lease, shall quietly have, hold and enjoy the Leased Property throughout the Term. County warrants to City that as of the Effective Date there are no existing tenancies on the Property.

11.3 Annual Review. The Parties shall meet at least once a year to review the status of the terms of the Leased and to ensure adequate communication and to strengthen the relationship between the Parties. Prior to the annual meeting date, each Party shall submit to the other Party a

written update on its compliance with the terms and obligations of this Lease. As part of such written update, County shall provide City with an accounting pursuant to Section 4.2 above.

11.4 Mutual Cooperation. Each Party agrees to cooperate with the other to implement the terms and conditions of this Lease and, in that regard, shall execute any and all documents which may be reasonably necessary, helpful, or appropriate to carry out the purposes and intent of this Lease.

11.5 Notices. Any notice to be given or other document to be delivered by either Party to the other hereunder shall be in writing and delivered to either Party personally or by depositing same in the United States mail, duly certified, with postage thereon fully prepaid and addressed to the Party for whom intended, as follows:

To City: City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joseph D. Irvin, City Manager

To County: El Dorado County
Chief Administrative Office
330 Fair Lane
Placerville, CA 95667
Don Ashton, County Chief Administrative Officer

Either Party hereto, from time to time by written notice to the other Party, may designate a different address which shall be substituted for the one above specified. Notices shall be effective when received. Any notice or other document sent by certified mail, as aforesaid, shall be deemed received 72 hours after the mailing thereof, as above provided.

11.6 Waiver. No waiver of any breach of any of the terms, covenants, agreement, restrictions or conditions of this Lease shall be construed as a waiver of any succeeding breach of the same or other covenants, agreements, restrictions and conditions hereof.

11.7 Binding. Subject to the restrictions set forth herein regarding assignment, each of the terms, covenants and conditions of this Lease shall extend to and be binding on and shall inure to the benefit of not only County and City but to each of their respective heirs, administrators, executors, successors and assigns.

11.8 No Joint Venture. The relationship of the Parties hereto is that of landlord and tenant, and it is expressly understood and agreed that County does not in any way or for any purpose become a partner of City or a joint venturer with City in the conduct of City's business or otherwise.

11.9 Interpretation. The titles to the paragraphs of this Lease are not a part of this Lease and shall have no effect upon the construction or interpretation of any part of the Lease.

11.10 Covenants and Conditions. Each term and each provision to be performed by City or County, as the case may be, shall be construed to be both a covenant and a condition of this Lease.

11.11 Non-liability of Officials and Employees. No member, official or employee of either Party shall be personally liable to the other Party, in the event of any Default or breach or for any amount which may become due, or on any obligations under the terms of this Lease. Each Party hereby waives and releases any claim it may have against the members, officials or employees of the other Party with respect to any Default or breach or for any amount which may become due under the terms of this Lease.

11.12 Full Knowledge of Signatories. Each Party represents and warrants to the other the following: they have carefully read this Lease, and in signing this Lease, they do so with full knowledge of any right which they may have; they have received independent legal advice from their respective legal counsel as to the matters set forth in this Lease; and, they have freely signed this Lease without any reliance upon any agreement, promise, statement or representation by or on behalf of the other Party, or their respective agents, employees, or attorneys, except as specifically set forth in this Lease.

11.13 Integration. This Lease, together with the exhibits incorporated by reference, constitutes the entire agreement between the Parties as to the ground lease of the Leased Property and there are no conditions, representations or agreements regarding the matters covered by this Lease which are not expressed herein.

11.14 Restatement. This Lease amends and restates the Original County Leases in their entirety. As of the date of execution, the Original County Leases are of no further force and effect.

11.15 Amendments. This Lease may only be amended in writing signed by the Parties.

11.16 Counterparts. This Lease may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This Lease shall be deemed executed when each Party notifies the other in writing that a counterpart has been signed by the notifying Party.

11.17 Contract Administrators. The County officer or employee with responsibility for administration of this Lease is Don Ashton, Chief Administrative Officer, or successor. The City officer or employee for responsibility for administration of this Lease is Joe Irvin, City Manager, or successor.

IN WITNESS WHEREOF, the Parties have executed this Lease as of the Effective Date.

CITY: CITY OF SOUTH LAKE TAHOE, a municipal corporation	COUNTY: EL DORADO COUNTY, a political subdivision of the State of California
By: _____	By: _____

Mayor

Chair, Board of County Supervisors

APPROVED AS TO FORM:

By: _____
Heather Stroud, City Attorney

ATTEST:

By: _____
Susan Blankenship, City Clerk

ATTACHMENT 1

LEGAL DESCRIPTION OF THE PROPERTY

[to be inserted]

EXHIBIT G

FORM AMENDMENT TO GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

AMENDMENT TO GRANT DEED
(EL DORADO COUNTY TO CITY OF SOUTH LAKE TAHOE)

WHERAS, the County of El Dorado granted and conveyed certain real property that consists of a portion of the property known as the 56-Acre Property to the City of South Lake Tahoe by Grant Deed dated April 17, 1973, and recorded in the Official Records of El Dorado County in Book 1189, at Page 88 ("Original Grant Deed"); and

WHEREAS, the Original Grant Deed includes a list of six restrictions that range from requiring the property granted therein to be used for certain public uses to a limit on the square footage of impervious surface on the property (the "Restrictions"); and

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, County has agreed to transfer to City an approximately 10.2-acre site for the purpose of development and construction of a new Multi-

Generational Center, civic center, and parking lot, and an approximately 4.8 acre site to be used as a right-of-way, in exchange for the City's grant to County of an approximately 11.45 acre site for County governmental or recreational use.

NOW THEREFORE, the County and City hereby amend the Original Grant Deed to amend and restate the Restrictions with the following restriction: "That said real property shall be used solely and exclusively for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall be permitted."

Executed this _____ day of _____, 202__.

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____
Mayor

APPROVED AS TO FORM:

By:_____
Heather Stroud, City Attorney

ATTEST:

By:_____
Susan Blankenship, City Clerk

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair of Board of County Supervisors

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

DocuSign Envelope ID: B94F5A78-495C-41A2-BE22-00953F93AF5A

Resolution 2020-006

Adopted by the City of South Lake Tahoe
City Council

January 14, 2020

Outlining Proposed Terms for a New Agreement
Between El Dorado County and the City of South Lake Tahoe
for the Development, Operation, and Maintenance of
Recreation and Government Facilities on the "56-Acres"

BACKGROUND

A. The property commonly known as the "56-Acres" is currently divided into multiple distinct parcels, with El Dorado County (the County) identified as the owner of approximately 41 acres and the City of South Lake Tahoe (the City) identified as the owner of approximately 15 acres.

B. The "56-Acres" is currently utilized for both County and City public facilities, and each entity's responsibilities are outlined in multiple, older agreements (as amended) between the County and City that stipulate management and maintenance responsibilities.

C. The County and the City seek to maximize the public benefits derived from these parcels in the future, and seek to implement a new partnership to enable the provision of the highest quality recreation and government facilities and services on the "56-Acres" in the future.

D. Previous master planning activities for the "56-Acres" were completed but not implemented, and the County and the City seek to update previous planning efforts and implement an updated vision for the "56-Acres".

E. The "56-Acres" is expected to become the identifiable recreation and government center of South Lake Tahoe in the future, with the future development of the "56-Acres" as a "Central Park-like" campus for South Lake Tahoe, with plentiful recreation facilities, the future centralization of City government facilities and services, and the promotion of a "downtown" environment centered on the "56-Acres" (including Lakeview Commons) and the existing Harrison Avenue commercial district.

F. County and City staff have been working collaboratively to identify potential future public improvements on the "56-Acres" and to identify terms for a new, 50-year+ agreement between the County and the City, and hereby present proposed terms for consideration by the El Dorado County Board of Supervisors and the South Lake Tahoe City Council.

G. California Tahoe Conservancy staff have indicated that grant funding is available for the development of an updated vision for the "56-Acres", and have expressed support for the execution of a new agreement between El Dorado County and the City of South Lake Tahoe, and the future development, operation, and maintenance of recreation and government facilities on the "56-Acres".

H. The El Dorado County Board of Supervisors' and City Council's direction to staff to draft a new, formal agreement based on the preliminary terms in this resolution creates no legal obligations unless and until the parties have negotiated, executed, and delivered a mutually acceptable agreement based upon information produced from the CEQA environmental process and shall not be construed as a binding commitment to approve that agreement, and the parties maintain full discretion to approve, not approve, or modify that agreement at such time it is presented for formal consideration.

DocuSign Envelope ID: B94F5A78-495C-41A2-BE22-00953F93AF5A

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, by the City Council of the City of South Lake Tahoe that:

1. The City Council recognizes and appreciates the need for the County and the City to work collaboratively on this initiative, and values a strong partnership between the two entities to enable the provision of the highest quality recreation and government facilities and services in our community.

2. The City Council supports efforts to develop the "56-Acres" as the identifiable recreation and government center of South Lake Tahoe in the future, with the future development of the "56-Acres" as a "Central Park-like" campus for South Lake Tahoe, with plentiful recreation facilities, the future centralization of City government services, and the promotion of a "downtown" environment centered on the "56-Acres" (including Lakeview Commons) and the existing Harrison Avenue commercial district.

3. The City Attorney, with assistance from the City Manager, is hereby directed to coordinate with the County Chief Administrative Officer and County Counsel to negotiate and draft a new formal agreement for the development, operation, and maintenance of recreation and government facilities on the "56-Acres", consistent with the following proposed terms:

    a. The City of South Lake Tahoe shall retain ownership of approximately 15 acres currently held by the City (or reconfigured upon mutual agreement), and shall lease the remaining approximately 41 acres from El Dorado County for the development, operation, and maintenance of recreation and government facilities on the entire "56-Acres".

    b. The new agreement shall be for a term of 50 years, with provisions for automatic extension(s) if the City adheres to applicable development, operation, and maintenance requirements.

    c. The new agreement shall supersede and consolidate all existing agreements, as amended, for the "56-Acres", including Lakeview Commons, into one new agreement.

    d. The City shall develop, operate, and maintain the "56-Acres" for recreation and government facilities to serve the residents and visitors of South Lake Tahoe and El Dorado County.

    e. The City shall have the sole authority to determine the desired improvements, and shall be solely responsible for the construction, operation, and maintenance of all existing and new improvements on the 56-acres, with the following exceptions:

        i. The County shall retain ownership and maintenance responsibilities for the El Dorado County library facility located on the northeast corner of the "56-Acres".

        ii. The County shall vacate and abandon the existing vector control facility in a mutually-agreeable timeframe.

DocuSign Envelope ID: B94F5A78-495C-41A2-BE22-00953F93AF5A

iii. The City and the County shall share costs associated with any environmental remediation necessary on the “56-Acres”.

iv. The City shall provide ample space for County senior services programs in existing or new City facilities on the “56-Acres”, and the County shall be responsible for any operating costs associated with the provision of County programs in City facilities located on the “56-Acres”.

f. The City shall endeavor to construct a new Recreation / Swim / Senior Center facility on the “56-Acres”, generally located along US 50 on the northern edge of the “56-Acres” west of the existing library facility.

i. The City shall be responsible for all design, construction, and maintenance costs associated with a new Recreation / Swim / Senior Center facility, and shall own the new facility.

ii. The City shall allocate approximately 9,000 sq. ft. of space in the new facility for County senior programs, with a goal to maximize the use of all elements in the new Recreation / Swim / Senior Center facility for programs that benefit all user groups in the community.

iii. The existing Senior Center facility shall remain in operation until the City constructs a new Recreation / Swim / Senior Center facility on the “56-Acres”.

g. As compensation for the new agreement between El Dorado County and the City of South Lake Tahoe, the City shall remit 50% of net campground operating profits to the County. The calculation of net campground profits shall not include special campground infrastructure fees levied specifically for capital improvements to the existing campground and / or any future campground configuration, and shall not include campground capital improvement expenses funded by special campground infrastructure fees.

i. The City shall also remit 50% of net operating profits associated with additional outdoor recreation facilities that may be developed in the future to the County as compensation for the new agreement.

ii. The City shall retain all net operating profits associated with existing and / or new indoor recreation facilities on the “56-Acres”.

h. As additional compensation for the new agreement between El Dorado County and the City of South Lake Tahoe, the City shall also remit an amount equal to $200,000 annually (in 2020 dollars) beginning in the later of year 30 of the new agreement or the full retirement of City-issued debt to finance the construction of the new Recreation / Swim / Senior Center facility. This annual payment shall be adjusted based on the annual change in the consumer price index, all items, West Region published by the US Bureau of Labor Statistics.

i. In order to benefit the residents and visitors of South Lake Tahoe and the unincorporated areas of El Dorado County in the Tahoe Basin, the County commits to re-invest all compensation provided by the City under the new agreement into other County infrastructure initiatives in the Tahoe Basin area of El Dorado County.

j. The intent of the new agreement is to enhance recreation facilities, programs, activities, and events available to the residents and visitors of South Lake Tahoe and El Dorado County, however, the City shall specifically have the right to design, construct, operate, and maintain a new City government / Police Station facility generally located along US 50 on the southern edge of the "56-Acres" in the future.

k. The City shall endeavor to adequately preserve all historically-significant buildings currently located on the "56-Acres", and shall locate and design any new recreation and government facilities in a manner that is complementary to historically-significant buildings.

l. Residents of El Dorado County (not residing in the City limits) shall be eligible to use existing and new recreation facilities on the "56-Acres" under the same policies and fee schedule applicable to City residents.

m. The County and the City commit to meet at least annually to ensure adequate communication, review the agreement, and strengthen the partnership between the two entities.

n. The County Counsel, City Attorney, County Chief Administrative Officer, and City Manager shall recommend and incorporate additional terms for inclusion in the new agreement that are necessary to promote a strong partnership, ensure clarity in the agreement, and address other concerns not contemplated herein.

4. The City Manager is hereby directed to seek funding and other assistance from the California Tahoe Conservancy to further refine the concepts outlined in this resolution, solicit additional public input, update previous master planning activities, and complete applicable State and Federal environmental reviews.

5. The City Attorney, with assistance from the City Manager, is hereby directed to present a new, formal agreement for the development, operation, and maintenance of recreation and government facilities on the 56 Acres to the El Dorado County Board of Supervisors and South Lake Tahoe City Council for consideration later in 2020.

Adopted by the City of South Lake Tahoe City Council on January 14, 2020 by the following vote:

Yes: Bass, Collin, Laine, Middlebrook and Wallace

DocuSigned by:
Jason Collin
3C2B5D0B3A3A4...
Jason Collin, Mayor

Date: 1/21/2020

Attest:

DocuSigned by:

2D6EDBDD29A94AE...

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

DocuSign Envelope ID: 8B389B80-21D6-431F-A44A-0B20D028AB30

Resolution 2020-102

Adopted by the City of South Lake Tahoe
City Council

November 3, 2020

Revising the timeline for Outlining Proposed Terms for a New Agreement between El Dorado County and the City of South Lake Tahoe on the "56-Acres" (Resolution 2020-006).

WHEREAS, the Board of Supervisors of El Dorado County and the South Lake Tahoe City Council adopted Resolution 007-2020 and Resolution 2020-006 at their respective January 14, 2020 meetings outlining the proposed terms for a new 50-year+ agreement between the City and County for the future development, operation, and maintenance of recreation and government facilities on the “56-Acres” and directed staff to proceed with drafting a new formal agreement based on the preliminary terms outlined in the resolutions to be considered by the Board of Supervisors and the City Council later in 2020; and

WHEREAS, Since that time, the City Manager and City Attorney have been working in coordination with the Chief Administrative Officer of El Dorado County and County Counsel to negotiate and draft a new formal agreement for the development, operation, and maintenance of recreation and government facilities on the " 56 Acres" property, consistent with proposed terms in the Resolutions; and

WHEREAS, To identify potential future public improvements on the "56-Acres", City and County have begun the process to develop a Master Plan, considering site opportunities and constraints, and involving stakeholder groups and the members of the public, to be followed by a California Environmental Quality Act (CEQA) analysis for the Master Plan, for consideration by the El Dorado County Board of Supervisors and the South Lake Tahoe City Council; and

WHEREAS, The terms of the agreement between the County and the City and the associated lease would be informed by the Master Plan; and

WHEREAS, The El Dorado County Board of Supervisors' and City Council directed staff to negotiate the agreement based upon information produced from the CEQA environmental process; and

WHEREAS, pursuant to CEQA Guideline 15378(a)(3), an activity involving the issuance of a lease by a public agency is considered a project under CEQA and therefore subject to CEQA review; and

WHEREAS, it is anticipated that the planning process and the associated CEQA environmental review will be completed near the end of 2021, and that following the completion of the Master Plan and CEQA analysis, a final draft agreement between the City and the County will be negotiated and brought before the South Lake Tahoe City Council and El Dorado County Board of Supervisors.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Directs the City Manager and City Attorney to present a new, formal agreement for the development, operation, and maintenance of recreation and government facilities on the "56 Acres" to the South Lake Tahoe City Council for consideration following the completion of the Master Plan Process and associated CEQA analysis.

Adopted by the City of South Lake Tahoe City Council on November 3, 2020 by the following vote:

Yes: Bass, Collin, Laine, Middlebrook and Wallace

DocuSigned by:
Jason
3679671408A34A2...

Date: 11/10/2020

Jason Collin, Mayor

Attest:

DocuSigned by:
2D6FDBDD39A94AF...

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

905 Sutter Street Suite 200 Folsom CA 95630
(916) 366-3040 Fax (916) 366-3303
R. E. Y. ENGINEERS, Inc.
Civil Engineers | Land Surveyors | LiDAR

"PARCEL MODIFICATIONS"

CITY OF SOUTH LAKE TAHOE

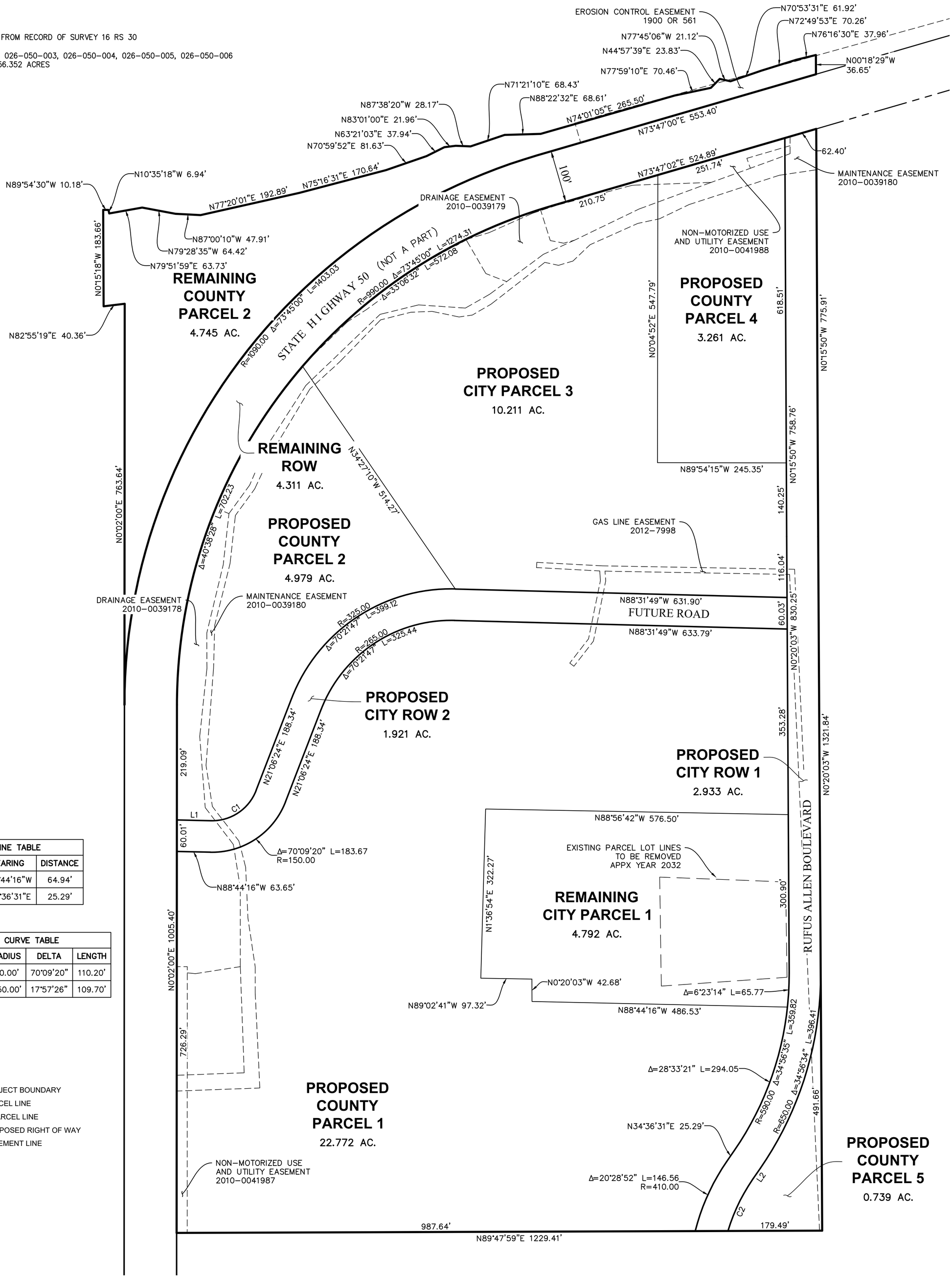
56 ACRE SITE

0 50' 100' 200'

SCALE IN FEET
1" = 100'

NOTES:

1. BOUNDARY SHOWN IS TAKEN FROM RECORD OF SURVEY 16 RS 30
2. THIS IS COMPRISED OF APN'S 026-050-003, 026-050-004, 026-050-005, 026-050-006 WITH A TOTAL ACREAGE OF 56.352 ACRES



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N88°44'16"W	64.94'
L2	N34°36'31"E	25.29'

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	90.00'	70°09'20"	110.20'
C2	350.00'	17°57'26"	109.70'

LEGEND:

- OVERALL PROJECT BOUNDARY
- EXISTING PARCEL LINE
- PROPOSED PARCEL LINE
- EXISTING/PROPOSED RIGHT OF WAY
- EXISTING EASEMENT LINE

EXISTING CITY PARCELS	
PARCEL NAME	AREA
EXISTING PARCEL 3	15.476 AC
TOTAL	15.476 AC

EXISTING COUNTY PARCELS	
PARCEL NAME	AREA
EXISTING PARCEL 1	35.061 AC
EXISTING PARCEL 2	4.745 AC
EXISTING PARCEL 4	1.070 AC
TOTAL	40.876 AC

PROPOSED CITY PARCELS	
PARCEL NAME	AREA
PROPOSED PARCEL 3	9.557 AC
PROPOSED ROW 1	2.933 AC
PROPOSED ROW 2	1.921 AC
REMAINING PARCEL 1	4.792 AC
TOTAL	19.203 AC

PROPOSED COUNTY PARCELS	
PARCEL NAME	AREA
PROPOSED PARCEL 1	22.772 AC
PROPOSED PARCEL 2	4.979 AC
PROPOSED PARCEL 4	3.915 AC
PROPOSED PARCEL 5	0.739 AC
REMAINING PARCEL 2	4.745 AC
TOTAL	37.150 AC

2022 Agenda Planning Calendar

Updated 1/13/2022

	Department	Agenda Item	Agenda Section
Feb.1, 9 a.m.	**City Clerk**	City Council Protocols and Boards and Commissions Updates	
	Dev Services	Movable Tiny Homes ordinance (second reading)	
	Finance	Transfer of Unclaimed Check Funds	
	FD/PD/PW	Annual Reports	
	Pub. Works	Master PSA Airport Arch.l, Eng., Const. Mgmt, & DBE Compliance Support Serv.	
		Underground Storm Drain Pipe Focused Condition Assessment	
		Draft RFP for Braodband Services	
		Clean CA Grant & CA Parks RecTrails Program - TV Greenbelt & Bikeway 1C	
Feb. 15, 5:30 p.m	**City Manager**	Tahoe Way Discussion	
	Dev Serv	Property Management rental incentive PSA	
		Plan Area Statement Update for Tourist Accommodation Uses	
		TRPA Comodity Apprasal	
	Finance	Fiscal Year 2021-22 Quarterly Financial Status Report – QE December 31, 202	Consent
		Investment Portfolio Report – December 31, 2021	Consent
	Public Works	EIP Project update Presentation	
		Award contract for LED Light Retrofit (US Hwy 50)	

2022 Agenda Planning Calendar

Updated 1/13/2022

Mar. 1, 9 a.m.	**DevServices**	PLHA Moderate Income Homebuyer Administration PSA	
		Local Housing Revenue feasibility study PSA	
		Reach Code PSA	
	Finance	2021-2022 Master Fee Schedule	NB
		Authorizing Investment of Monies in the Local Agency Investment Fund (LAIF)	
		Ski Run Business Improvement District Annual Assessment	
	FD/PD/PW	Annual Reports	
	Public Works	Award Contract PD - Community Recource Center Renovations	
		SW Gas Prestentation Renewable Energy Goals	
		SB 1383 Grant	
		Award PSA Fire Station II Feasability Study	
Mar. 15, 5:30 p.m	**City Attny**	Cannabis Ordinance Amendments (First Reading)	
	Finance	2021-2022 Fiscal Year Budget Mid-Year Adjustments	NB
		2021-2022 Master Fee Schedule	Consent
		5-year plan	NB
		2020-2021 Small Business Sustainability (SBS) Loans Update	UB
	Dev. Serv.	PSA CConsulting Services Developing Local Green Building Standard Ord “Reach Code”	

2022 Agenda Planning Calendar

Updated 1/13/2022

Mar. 29, 9 a.m.			
April 5, 9 a.m.	**City Attny**	Cannabis Ordinance Amendments (Second Reading)	
	Finance	City Annual Comprehensive Financial Report (ACFR) FY ended 09/30/2021	Consent
		Ski Run BID Levy of Assessment for Business License Year 2022/2023	PH
	Dev Serv	Tourist Core Area Plan Amendment: 3828 Montreal Rd	
May 3, 9 a.m.			
May 17, 5:30 p.m	**Pub. Works**	Award FY 2023 Airport Master Plan RFQ	
June 7, 5:30 p.m.			
June 21, 5:30 p.m.			
Aug. 9, 9 a.m.			
Aug. 23, 9 a.m.		**Budget Workshop**	
Sept. 6, 9 a.m.			
Sept. 20, 5:30 p.m.			
Oct. 4, 9 a.m.			
Nov. 1, 9 a.m.			
Nov. 15, 5:30 p.m.			
Dec.13, 9 a.m.			

2022 Agenda Planning Calendar

Updated 1/13/2022

Unscheduled/Pending	
City Attorney	Parking Garage License Agreement with Verizon
City Attny/PW	Undergrounding Utilities
	Amendments to Small Cell Policy
	Liberty Utilities Franchise Agreement
City Clerk	Records Management Policy (Updated)
	Pride Month Proclamation (June)
	Policy - Use of Personal Devices for City Business
City Manager	Economic Development Strategy
	Juvenile Treatment Center Discussion
	Non Profit Community Benefit Grant Policy
	ARPA Project Funding List (If 5M is allocated to Ski Run Affordable Housing Project)
	TRPA's proposed RTP funding structure discussion
	Potential new City slogan
	Customer satisfaction survey(s)
Dev Services	Inclusionary housing ordinance
	RFP for consulting firms for Bijou / Al Tahoe Area Plan and Bijou Parks Master Plan

2022 Agenda Planning Calendar

Updated 1/13/2022

	Plan Area Statement 111 amendment
	Single Room Occupancy Program Amendments
	Outside Eating Code Review (coverage, seating, parking etc)
	HOME grant application resolution
Fire	
Police	
Public Works	**A**ward Engineering and Construction Contract South Hangar Taxi Lane Rehab
	SEED Solar Photovoltaic Project PPA
	Award - James and Eloise Drainage Improvement Project Phase 1
	Award FY 2023 Airport Master Plan RFQ
	Facility Condition Assessment & Plan – Parking Garage
	Airport Deferred Maintenance Plan
	Award 5-Year Lease/Concession for Airport Suite # 105
	Lake Tahoe Blvd Class 1 Bike Trail (Viking Way to Y)
	Award Contract Third part Plan Review Services - Rec & Aquatic Center
Recreation	Bijou Park Master Plan
	Bijou Golf Course "Rock the Lake" Event and Review