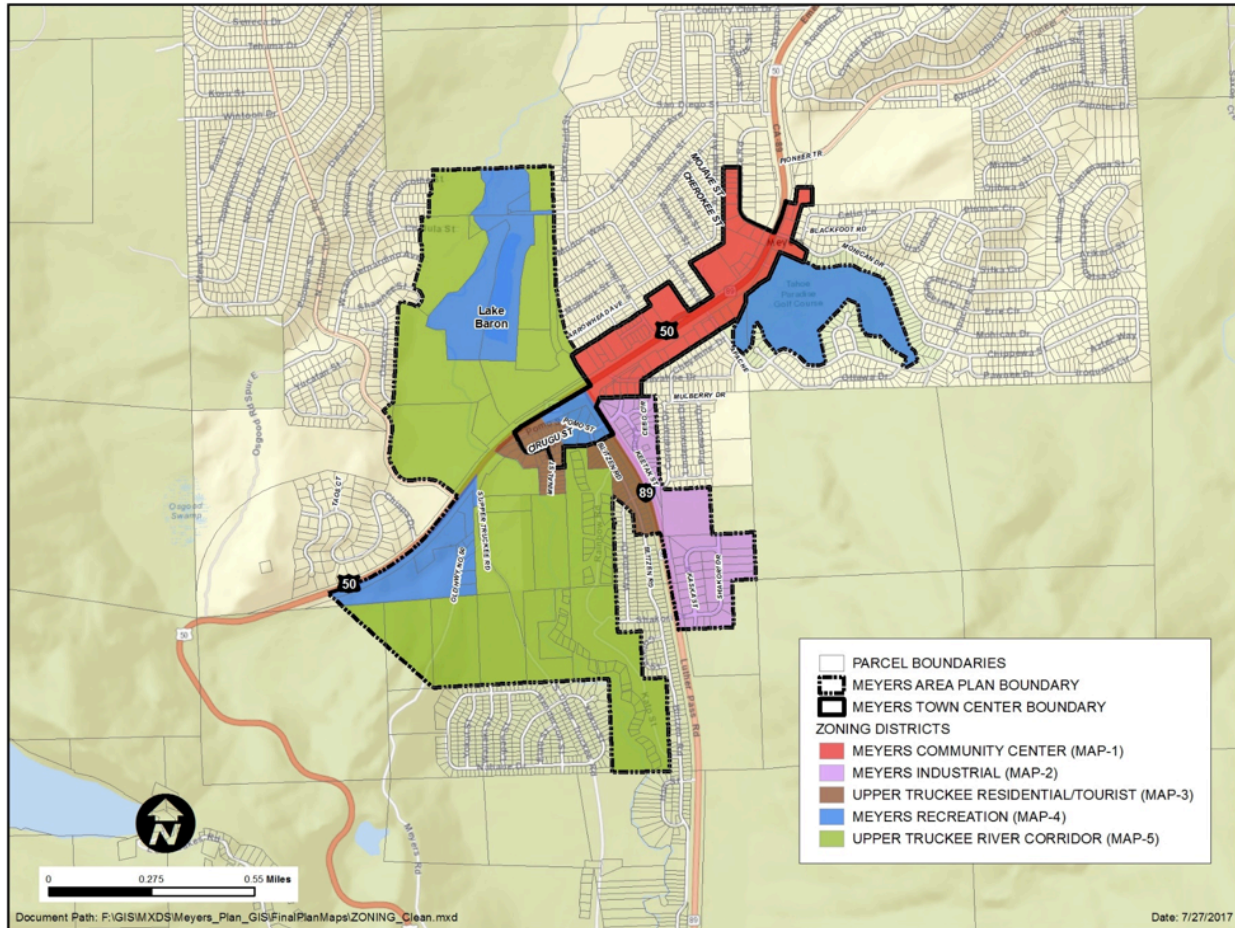


MEYERS AREA PLAN

Draft Initial Study (CEQA) and Initial Environmental Checklist (TRPA)



El Dorado County
924 B Emerald Bay Road
South Lake Tahoe, CA 96150

Tahoe Regional Planning Agency
128 Market Street
P.O. Box 5310
Stateline, NV 89449

September 2017

prepared by
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Exhibit B

MITIGATED NEGATIVE DECLARATION

FILE: 34023

PROJECT NAME: Meyers Area Plan

NAME OF APPLICANT: El Dorado County Community Development Services (Long Range Planning)

ASSESSOR'S PARCEL NO.: Unincorporated El Dorado Co. (Meyers) **SECTION:** 29 **T:** 12N **R:** 18E

LOCATION: Meyers, CA – along US Highway 50 near its intersection with State Route 89

- ☐ **GENERAL PLAN AMENDMENT:** **FROM:** **TO:**
- ☐ **REZONING:** **FROM:** **TO:**
- ☐ **TENTATIVE PARCEL MAP** ☐ **SUBDIVISION TO SPLIT** **ACRES INTO** **LOTS**
SUBDIVISION (NAME):
- ☐ **SPECIAL USE PERMIT TO ALLOW:**
- ☒ **OTHER:** The Meyers Area Plan serves as the comprehensive land use and zoning plan for the community of Meyers, consistent with the Tahoe Regional Planning Agency Regional Plan (Regional Plan) and the El Dorado County General Plan (General Plan).

REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:

- ☐ **NO SIGNIFICANT ENVIRONMENTAL CONCERNS WERE IDENTIFIED DURING THE INITIAL STUDY.**
- ☒ **MITIGATION HAS BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.**
- ☐ **OTHER:**

In accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), State Guidelines, and El Dorado County Guidelines for the Implementation of CEQA, the County Environmental Agent analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding, the Planning Department hereby prepares this NEGATIVE DECLARATION/MITIGATED NEGATIVE DECLARATION. A period of thirty (30) days from the date of filing this negative declaration/mitigated negative declaration will be provided to enable public review of the project Area Plan and this document prior to action on the project by COUNTY OF EL DORADO. A copy of the Meyers Area Plan and Initial Study is on file at the County of El Dorado, 924 B Emerald Bay Road, South Lake Tahoe, CA 96150.

This Negative Declaration/Mitigated Negative Declaration was adopted by the Board of Supervisors on
(date).

Executive Secretary

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1.0 INTRODUCTION

1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to address the potential environmental effects of the Meyers Area Plan, located in El Dorado County, California. An Initial Study is a preliminary environmental analysis that is used by the California Environmental Quality Act (CEQA) lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. An Initial Environmental Checklist is a preliminary environmental analysis that is used for determining whether an EIS, a Mitigated Finding of No Significant Effect, or a Finding of No Significant Effect is required for a project under TRPA Rules of Procedure.

The IS/IEC contains a project description, description of environmental setting, identification and explanation of environmental effects, discussion of mitigation for potentially significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the names of persons who prepared the study.

The IS has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §21000 et seq. El Dorado County is the CEQA lead agency for this project. The IEC has been prepared pursuant to the requirements of Article VI of the TRPA Rules of Procedures and Chapter 3 of TRPA's Code of Ordinances. TRPA serves as lead agency pursuant to its own regulations.

The Meyers Area Plan is being prepared by El Dorado County pursuant to Chapter 13 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, which allows local governments to adopt conforming Area Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan. Chapter 13 established a conformity process that:

- Allows local governments to adopt an Area Plan that supersedes TRPA plans and ordinances if the plan is found to be in conformance with the Regional Plan;
- Defines required content in an Area Plan that includes but is not limited to applicable policies, maps, ordinances and development and design standards; and
- Defines which development activities will not have a substantial effect on the natural resources in the Region and allows TRPA to transfer limited development permitting authority to local governments.

1.2 TIERING PROCESS

California Environmental Quality Act

The CEQA concept of "tiering" refers to the evaluation of general environmental matters in a broad program-level EIR, with subsequent focused environmental documents for individual projects that implement the program. This environmental document incorporates by reference and tiers from the discussions in the El Dorado County General Plan EIR (the Program EIR) and concentrates on issues specific to the Meyers Area Plan. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process.

This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference.

Section 15168(d) of the State CEQA Guidelines provides for simplifying the preparation of environmental documents on individual parts of the program by incorporating by reference analyses and discussions that apply to the program as a whole. Where an EIR has been prepared or certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to effects that were not analyzed as significant in the prior EIR or that are susceptible to substantial reduction or avoidance (CEQA Guidelines Section 15152[d]).

This Initial Study is tiered from the El Dorado County General Plan EIR, where the General Plan EIR addresses the Meyers community, in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094. The 2003 General Plan EIR is a Program EIR that was prepared pursuant to Section 15168 of the CEQA Guidelines. The 2004 General Plan is a comprehensive land use plan that guides physical development within the County through 2024. The 2003 General Plan EIR analyzes full implementation of uses and physical development proposed under the General Plan, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The Initial Study also tiers from General Plan amendments adopted since 2004. In 2015, El Dorado County Board of Supervisors Resolution 196-2015 adopted a Targeted General Plan Amendment to the 2004 General Plan and Zoning Ordinance Update. Resolution 195-2015 certified the Final EIR for the Targeted General Plan Amendment and Zoning Ordinance Update that included environmental findings of fact, a statement of overriding considerations and a mitigation monitoring and reporting program.

The General Plan EIRs primarily addresses portions of the County outside the Lake Tahoe region, and therefore the Initial Study also tiers from and incorporates by reference the relevant analysis from the 2012 TRPA Environmental Impact Statement for the Regional Plan Update (RPU EIS). California Public Resources Code Sections 21083.5(a) and (b) indicate that an EIS prepared pursuant to the requirements of the TRPA and implementing regulations may be submitted in lieu of all or any part of an EIR under CEQA; therefore this Initial Study can also tier from the analysis included in the 2012 RPU EIS.

The proposed Meyers Area Plan is an element of the changes that were anticipated in the 2004 General Plan and evaluated in the 2003 General Plan EIR. The General Plan EIR contains relevant background data for the area as well as data pertaining to general growth and cumulative impacts. This Initial Study tiers from only the following aspects of the 2003 General Plan EIR:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2003 General Plan EIR for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This IS/IEC will evaluate the potential environmental impacts of the proposed Meyers Area Plan with respect to the 2003 General Plan EIR to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 6.2 of this document and based on the analysis contained in this IS/IEC, it has been determined that the proposed Meyers Area Plan would not have significant effects on the environment that were not adequately addressed in the General Plan EIR, the

TRPA environmental documentation referenced in the General Plan EIR, or the TRPA 2012 RPU EIS. Therefore, a Negative Declaration will be prepared.

This IS/IEC concludes that many potentially significant impacts are addressed by the mitigation measures that have been adopted as part of the approval of the 2004 General Plan. These mitigation measures, to the extent they are applicable to the Area Plan, will be incorporated into project approval. Nothing in this Initial Study in any way alters the obligations of the County to implement the General Plan mitigation measures. All future projects within the Meyers Area Plan boundary would be subject to project-level environmental review and permitting by El Dorado County and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code).

Tahoe Regional Planning Agency

The TRPA concept of "tiering" refers to the coverage of general matters in a broader EIS (Program EIS) and subsequent documents incorporating by reference the general discussions and concentrating solely on the issues specific to the document subsequently prepared. Therefore, when an EIS has been certified for a project or matter, TRPA shall limit the analysis for a later related or consistent project or matter, to effects which were not examined as significant effects in the prior EIS or which are susceptible to substantial reduction or avoidance by revisions in the project or matter through conditions of approval or mitigation. Tiering is limited to situations where a later project or matter is consistent with a program, plan, policy or ordinance for which an EIS was prepared, is consistent with applicable TRPA plans, and a supplemental EIS is not required.

This Initial Environmental Checklist is tiered from the TRPA 2012 RPU EIS in accordance with Section 6.12 of the TRPA Rules of Procedures. The 2012 RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedures (Environmental Impact Statements) and Chapter 3 (Environmental Documentation) of the TRPA Code of Ordinances. The 2012 RPU is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The 2012 RPU EIS analyzes full implementation of uses and physical development proposed under the 2012 RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The proposed project is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. By tiering from the 2012 RPU EIS, this Initial Environmental Checklist will rely on the 2012 RPU EIS for the following:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This Initial Environmental Checklist evaluates the potential environmental impacts of the proposed project with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 6.3 of this document, and based on the analysis contained in this Initial Environmental Checklist, it has been determined that the proposed project would not have significant effects on the environment. Therefore, a Finding of No Significant Effect will be prepared.

This Initial Environmental Checklist concludes that many potentially significant project impacts are addressed by the measures that have been adopted as part of the approval of the 2012 RPU. Therefore, those 2012 RPU EIS mitigation measures that are related to, and may reduce the impacts of, this project will be identified in this Initial Environmental Checklist. These mitigation measures will be incorporated into the approval for this project. Nothing in this Initial Environmental Checklist in any way alters the obligations of the County or TRPA to implement the mitigation measures adopted as part of the RPU.

1.3 BACKGROUND

All of the land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency. This includes land under the local jurisdiction of El Dorado County. In order to be responsive to the unique needs and opportunities of the Region and local communities, the TRPA Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with the TRPA Regional Plan. The 2004 General Plan (as revised in 2009) and Zoning Ordinances (as revised in 2009) are the County's primary policy documents that guide land use, transportation, infrastructure, community design, housing, environmental, and other decisions in a manner consistent with the planning statutes for the State of California. The proposed Meyers Area Plan is designed to supplement the County's General Plan and Zoning Ordinance by designating zoning districts and providing specific guidance for the area included within the Area Plan boundaries. The development standards and the specific policies referenced in this Area Plan are the land use standards intended to administer and regulate the land use for the boundaries defined in the Meyers Area Plan.

The Meyers Area Plan serves as the comprehensive land use and zoning plan for the community of Meyers, consistent with the Lake Tahoe Regional Plan (Regional Plan) and the El Dorado County General Plan (General Plan). The plan is intended to realize the Meyers Community Vision, assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities, implement the Tahoe Metropolitan Planning Organization's Sustainable Communities Strategy, and implement the policy direction of both the Regional Plan and General Plan. The Meyers Community Vision Statement was developed by residents of the Meyers community through a series of public workshops, and is stated below:

"Meyers is an ideally situated, spacious, historic, and walkable mountain community that values sustainability, health, wellbeing and the natural environment. Uniquely concentrated with year-round outdoor sport and recreational opportunities, the Meyers mountain culture is the hallmark of our thriving local-based economy boasting a diverse commercial and retail environment, welcoming visitors and providing residents with an extraordinary place to live, work and play."

The Meyers Area Plan builds upon the 1993 Meyers Community Plan and maintains much of the vision and many of the same priorities as this original plan. However, the Area Plan includes lands outside of the Community Plan including portions of surrounding Plan Area Statements. It also updates the plan to reflect current conditions and includes additional implementation measures to achieve the plan's objectives.

The Area Plan provides direction for approximately 603 acres of mixed-use, recreation, residential, and conservation lands as shown in Meyers Area Plan Figure 1-1. The plan area also includes approximately 66 acres of public right-of-way. The plan recognizes Meyer's role as the hub of a much larger community that includes residential, recreation, and conservation lands surrounding the Plan Area. The plan includes policy direction, zoning, and regulations that apply within the Plan Area, as well as guidance on how the Plan Area should be integrated with surrounding areas.

The Meyers Area Plan is a mixed-use, industrial, conservation, residential, and recreation based land use plan that works to implement features of the TRPA's Regional Plan and the County's General Plan. It would provide management direction for all projects proposed within its boundaries. It is an integrated land use plan addressing physical design, recreational improvements, commercial and tourist accommodation modifications, traffic circulation, the restoration and conservation of the environment, and public services. This plan establishes goals, policies and implementation strategies and programs. The commercial core is also designated by TRPA as a Town Center and a receiving area for the transfer of development and existing units of use. With an adoption of a conforming Area Plan and subject to available CFA, the waiver of fees for the allocation of CFA will be made available to properties within the Area Plan if the project is deemed eligible as a community incentive project (Meyers Area Plan, Ch. 2, Section 90).

Previously, Community Plans and Plan Area Statements were created and used to administrate land use within the area defined as the Meyers Area Plan. This Area Plan replaces the Meyers Community Plan that was adopted in 1993, and all or a portion of TRPA Plan Area Statements 119 (Country Club Meadow), 122 (Tahoe Paradise – Mandan), 136 (KOA/Rainbow), 125 (Meyers Commercial), and 137 (Christmas Valley). Upon adoption by the County Board of Supervisors and TRPA Governing Board, the Area Plan will serve as the mutual plan for both the County and TRPA.

1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

Meyers functions as the primary gateway into the Lake Tahoe Region (Region) with more visitors entering the Region through Meyers than through any other entry point. Meyers is also the commercial and public service hub for the El Dorado County portion of the Region, serving thousands of residents. Unlike other communities in the Region, which are located along the lake's shore, Meyers is separated from intense commercialization, but still supports a variety of commercial uses serving residents and visitors. It retains its own character while providing a variety of land uses.

Situated along U.S. Highway 50 (US 50) at the intersection of State Route 89 (SR 89), businesses in Meyers have a large potential customer base of local residents and visitors; however, due to the community's close proximity to the population and tourist center of South Lake Tahoe, motorists are less likely to stop in Meyers for their retail and service needs as they enter or leave the region. As a result, Meyers has traditionally been more of a "drive-by community" than a destination itself.

The stretch of US 50 traversing Meyers is designated as a scenic corridor by TRPA and Caltrans, offering breathtaking panoramic vistas of Tahoe's alpine peaks. The biking and hiking trails that traverse the area provide access to some of the region's best recreational resources. Currently, however, there is little signage or other indication of how to explore these resources while visiting the area.

There are a number of buildings in Meyers that contribute positively to the character of the community and reflect the community vision. The bike paths running parallel to US 50 are a unique resource that offers enhanced access to local businesses and recreation. Unfortunately, there is an overall lack of coherence in how buildings in the community are designed and how they address the streets and bike paths, which undermines a strong sense of place. The unusually wide US 50 Caltrans right-of-way further exacerbates site design issues by forcing development to be built far from the roadway, and effectively hindering pedestrian circulation between the opposite sides of US 50. Landscaping along the highway corridor is typically minimal or non-existent, making it less inviting to potential visitors. In addition, vehicle speeds and snow storage along US 50 provide barriers to pedestrian circulation and the visibility of commercial establishments.

The Area Plan boundary includes approximately 603 acres of federal, state and privately owned parcels and approximately 66 acres of public right-of-way (e.g., County roads and US 50). Approximately 118 acres are designated as mixed-use lands, which are divided into three separate zoning districts (community center, industrial and residential/tourist). These mixed-use lands support a variety of commercial, public service, residential, and tourist accommodation uses. The plan area includes approximately 137 acres of Recreation lands included in one zoning district. The Recreation lands include a mix of private and publicly owned lands supporting a golf course, park, campground, and similar outdoor recreation opportunities. The plan area also includes approximately 348 acres of publicly owned Conservation lands included in one zoning district. The Conservation lands are managed primarily for their natural resource values and support dispersed recreation consistent with these resource values.

Within the mixed-use land use districts, there are an estimated 126 privately owned parcels, and approximately 11 vacant state-owned parcels that may qualify for future sales to private parties. Of the privately owned parcels, approximately 80 include existing development and 46 are vacant or under-developed. Meyers Area Plan Figure 1-2 shows land ownership as of 2017 and Meyers Area Plan Figure 1-3 shows the location of existing development as of August 2017. Over the last four years, there have not been substantial changes to ownership or development.

1.5 PROJECT OBJECTIVES/PURPOSE AND NEED

As identified above, the purpose of an Area Plan is to facilitate the implementation of a mixed-use, conservation, and recreational land use plan to further the goals and policies of the TRPA Regional Plan of the Lake Tahoe Region and the El Dorado County General Plan. This plan is intended to create consistent and integrated land use planning and development regulations for the County and TRPA. The Meyers Area Plan is intended to realize the Meyers Community Vision, assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities, implement the Tahoe Metropolitan Planning Organization's Sustainable Communities Strategy, and implement the policy direction of both the Regional Plan and General Plan.

The objectives for the Meyers Area Plan include:

- To respond to the unique circumstances and needs of local communities in the Tahoe Region;
- To update and consolidate planning documents;
- To provide incentives to encourage transfers, concentration, and improvements to multi-use commercial core within the Meyers Town Center;
- To allow for mixing of land uses that results in pedestrian friendly, walkable and transit-oriented development;
- To encourage restoration of disturbed sensitive lands, preservation of natural open spaces, and implementation of projects that result in on the ground environmental improvements; and
- To identify conceptual capital improvements necessary to achieve the Meyers Vision, Environmental Thresholds, and other goals.

Action is needed at this time because the Meyers Community Plan and other affected Plan Area Statements which currently provide land use guidance in this area are over 20 years old and have had only minor changes since adoption. Moreover, Goal 2.10 of the County's General Plan specifically calls for the County to coordinate the County's land use planning efforts in the Tahoe Basin with those of the Tahoe

Regional Planning Agency. On December 12, 2012, TRPA adopted an update to its 1987 Regional Plan that includes policies that encourage local governments to develop conforming Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area with emphasis in overdeveloped areas of the Region that were formerly designated as community plan areas. The Regional Plan Update and associated EIS studied and adopted conceptual land use categories, design standards (e.g., density and height) and a proposed Town Center boundary for Meyers that would provide incentives to encourage transfers, infill, rehabilitation and redevelopment of aging infrastructure and commercial uses within Meyers and drive environmental improvements. These incentives would only be available with an adopted conforming Area Plan.

1.6 DOCUMENT ORGANIZATION

This IS/IEC includes the standard content for environmental documents under CEQA and TRPA Code of Ordinances and Rules of Procedures. An EIR/EIS was determined to be unnecessary, as there are not potentially significant environmental effects associated with the implementation of development proposed in this Area Plan. This IS/IEC is a full disclosure document, describing the plan and its environmental effects in sufficient detail to aid decision-making.

Chapter 1 includes a description of the Initial Study/Initial Environmental Checklist process, the tiering process, project background, the location of the Project and surrounding land uses, Project Objectives and Purpose and Needs Statement, the public involvement process and history, and the relationship of the Meyers Area Plan to other land use plans, policies, and regulations.

Chapter 2 contains a description of the Meyers Area Plan, including an overview of the elements in the Meyers Area Plan and Area Plan mapping.

Chapter 3 provides the baseline conditions for the environmental analysis.

Chapter 4 contains the methods and assumptions used to analyze the potential environmental effects of the Meyers Area Plan.

Chapter 5 contains the commodities inventory for the Meyers Area Plan.

Chapter 6 contains a detailed analysis of the environmental effects and necessary mitigation measures if applicable.

1.7 PUBLIC INVOLVEMENT

Opportunities for public participation in the development of the Meyers Area Plan have been ongoing through the process, and have included the following public involvement opportunities:

- A community visioning workshop in May 2012
- Formal stakeholder interviews in June 2012
- A community workshop to select an Advisory Council in August 2012
- A series of public Community Advisory Council meetings from September 2012 - February 2013
- A community workshop to review Area Plan priorities in February 2013
- Bi-weekly public meetings of the Community Advisory Council to address specific topic areas in February – September 2013
- A community workshop to review the Draft Area Plan in September 2013
- A public comment period on the Draft Area Plan from September 4 – October 11, 2013

- An informational Board of Supervisors meeting on October 7, 2013
- An informational Planning Commission meeting on November 14, 2013
- An Informational TRPA Regional Plan Implementation Committee meeting on January 29, 2014
- A Public Information Meeting to discuss the proposed Community Incentive Program on February 26, 2014
- A Public Information Meeting to discuss Incentives, height and hotel land uses on March 19, 2014
- A Public Information Meeting to discuss CTC lands, design standards and future Area Plan process on June 26, 2014
- A Planning Commission workshop to review the Area Plan on October 16, 2014
- A Board of Supervisors Workshop to review the Area Plan on October 28, 2014
- A Community Open House on the Meyers Area Plan hosted by El Dorado County staff on May 6, 2015
- A Board of Supervisors Hearing to authorize initiation of CEQA review for the June 2015 Draft Area Plan on August 31, 2015

Opportunities to comment on the Area Plan environmental review process are provided in order to promote open communication and better decision-making. All persons and organizations having a potential interest in the proposed Area Plan are invited to provide comments during the thirty (30) day comment period for the IS/IEC.

Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion, to the California State Clearinghouse. In addition, copies of this document will be distributed to other Lake Tahoe Region reviewing agencies and interested stakeholders for review. After closure of the public review period, El Dorado County and TRPA staff will respond to all comments. El Dorado County staff will then prepare an agenda item for the El Dorado County Planning Commission's recommendation and El Dorado Board of Supervisor's action that include the IS/IEC, comments on the IS/IEC, and responses to the comments. If the El Dorado Board of Supervisors determines that the Meyers Area Plan would not have significant adverse impacts, the Board would adopt a Negative Declaration of environmental impact and adopt the Area Plan. Following El Dorado Board of Supervisors approval, a Notice of Determination would be filed with the El Dorado County recorder-clerk's office and with the California State Clearinghouse.

Pursuant to the TRPA's Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances, this IS/IEC will be made available for public review and copies will be provided upon request. TRPA staff will prepare agenda items for the TRPA Regional Plan Implementation Committee recommendation, TRPA Advisory Planning Commission's recommendation, and TRPA Governing Board action. If it is determined that no significant adverse impacts would result from the proposed project, the TRPA Governing Board would issue a Finding of No Significant Effect and adopt the Area Plan.

1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS

The Meyers Area Plan falls under the direct jurisdiction of both El Dorado County and the Tahoe Regional Planning Agency. In addition, federal and state agencies exercise varying levels of control concerning specific parcels or resources. This section identifies each agency's responsibility relative to the proposed Area Plan; it also identifies the plans and policies to which the Area Plan must show compliance.

FEDERAL

The USDA Forest Service (Forest Service) owns lands within the Meyers Area Plan boundary. The Forest Service will be responsible for reviewing Area Plan projects (e.g., trails or trailheads) that require permits for use of Forest Service lands.

REGIONAL

The Tahoe Regional Planning Agency (TRPA) is a bi-state planning agency with authority to regulate growth and development within the Lake Tahoe Region. TRPA implements that authority through a Bi-State Compact and the TRPA Regional Plan. The Regional Plan Goals and Policies establish an overall framework for development and environmental conservation in the Lake Tahoe Region.

In December 2012, the TRPA Governing Board adopted an updated Lake Tahoe Regional Plan. General priorities of the updated Regional Plan that apply to this Area Plan include:

- Accelerating water quality restoration and other threshold gains by supporting environmental beneficial redevelopment opportunities, restoration of disturbed lands and Environmental Improvement Program (EIP) investments.
- Transitioning to more permitting delegated to local governments to create one-stop-shopping for homeowner improvements in order to return TRPA to a more regional role that the Bi-State Compact originally intended.
- Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the Lake Tahoe Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other applicable government agencies.
- Encouraging property owners to transfer development rights from sensitive and remote areas into Town/Regional Centers with the goal of restoring these lands.
- Eliminating regulatory barriers to support upgrades and environmentally beneficial redevelopment of rundown buildings with aging infrastructure.
- Simplifying overly complicated regulations for homeowners while achieving threshold gain.
- Incorporating the Linking Tahoe: Regional Transportation Plan (adopted in 2017) and the Active Transportation Plan (adopted in 2015) to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP which achieves erosion control on roadways and restore forests and wetlands.

The updated TRPA Code of Ordinance allows for the development of Area Plans to refine and implement the Regional Plan policies appropriate to specific areas. Chapter 13, *Area Plans*, of the TRPA Code of Ordinances includes new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning, are required to be consistent with the Regional Plan. Once an Area Plan has been found in conformance with the Regional Plan and is adopted, the associated local, state, or federal agencies may assume applicable development review authority through a Memorandum of Understanding (MOU) between TRPA and the other associated agency or organization. For El Dorado County planning purposes, the objective is to replace the existing Meyers Community Plan with this Area Plan and assume an agreed-upon level of development review authority by entering into a MOU with TRPA.

Chapter 13 (Area Plans) of the TRPA Code of Ordinances defines the required content of Area Plans and establishes that Area Plans may be approved by TRPA if they contain policies and development standards that are consistent with and further the goals and policies of the Regional Plan. With an adopted conforming Area Plan, local governments can opt to take over limited permitting authority from TRPA.

In addition, for Area Plans containing a designated Town Center, the following provisions shall be included:

- Building and site design standards that reflect the unique character of each area and consider ridgeline and viewshed protection;
- Community design standards to vary height and density and promote pedestrian activity and transit use;
- Policies and strategies to promote walking, bicycling, transit use, and shared parking;
- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Demonstrate that all development activity within the Town Center will provide for and not interfere with environmental gains.

STATE OF CALIFORNIA

Several State agencies may play a role in development decisions within the Tahoe Region. As such, these State agencies must grant permits or other forms of permission prior to physical development. Affected agency staff will review the proposed Area Plan for consistency with adopted plans and policies. State agencies that may have a responsible agency role in projects that may be implemented in the Area Plan include:

California Department of Transportation (Caltrans): Caltrans is responsible for planning, designing, constructing, and maintaining all state highways (e.g., US 50 and SR 89). The jurisdictional interest of Caltrans extends to improvements to roadways on the state highway system (including roadways designated as U.S. highways). Any federally funded transportation improvements would be subject to review by Caltrans staff and the California Transportation Commission, either on or off of the state highway system.

California Tahoe Conservancy: The mission of the California Tahoe Conservancy (CTC) is to protect and restore the natural environment of Lake Tahoe, including the lake's exceptional clarity and diversity of wildlife habitat in the Region. The CTC implements a comprehensive set of programs to affirmatively address resource needs in the Tahoe Region, including the protection and restoration of the natural environment, especially water quality; enhancement of wildlife habitat; provision of public access and recreation opportunities; and management of acquired public land at Lake Tahoe.

Within the Meyers Area Plan, the CTC has ownership of numerous non-sensitive parcels that total approximately 6 acres. These parcels may meet the criteria of the CTC asset lands program, which could allow their sale to private parties if desired by the Meyers community.

The CTC also manages a Land Bank Program that is designed to facilitate a number of natural resource objectives, assist the needs of the general public and environmental projects, and provide funding benefits. An MOU signed with the Tahoe Regional Planning Agency (TRPA) in early 1988, enables CTC to sell rights from the Land Bank on the open market.

The retirement of development potential on properties purchased by the CTC can generate a wide range of development rights or credits that are then available for purchase, depending on what existed or was credited to the property at the time of acquisition (either land coverage or other marketable rights). CTC periodically acquires these development rights, including those for tourist accommodations, sewer connections, residential units, and commercial floor area. Such rights are usually sold to parties building or remodeling a commercial site or a multi-family unit(s), typically located in eligible development receiving areas. The rights are recognized by the various regulatory agencies within the Region and can therefore be sold or transferred under proper circumstances. The use of these rights is reserved for projects in the areas where the rights originated in order to maintain the economic base of those communities.

Lahontan Regional Water Quality Control Board: Lahontan has water quality responsibilities including the California-side of the Lake Tahoe Region. This agency establishes water quality standards, subject to the approval of the State Board, and has broader enforcement power than TRPA. By issuing waste discharge permits and requiring monitoring to show compliance, among other activities, Lahontan actively enforces attainment of standards.

Any party responsible for construction activity over one acre must obtain a National Pollution Discharge Elimination System Permit (NPDES Permit) from Lahontan to eliminate or reduce pollutants from construction related storm water discharged to surface waters, which include riparian zones.

Lahontan is also responsible for incorporating the Lake Tahoe Daily Maximum (TMDL) pollutant load reduction targets into the NPDES permit for California municipalities in the Tahoe Region. This permit regulates stormwater discharge from El Dorado County's stormwater management infrastructure and Federal rules require that El Dorado County implement programs to control pollutant runoff. The NPDES permit issued to El Dorado County stipulates a September 30, 2020 deadline to reduce estimated 2004 baseline jurisdictional pollutant loads of fine sediment particles by 21%, total nitrogen by 14% and total phosphorus by 14%. Lahontan is expected to update the NPDES permit every five years to include additional load reduction targets. Attainment of the 2026 target, termed the Clarity Challenge, is estimated to return Lake Tahoe to an average annual transparency of 80 feet (Lahontan 2010).

The NPDES Permit requires El Dorado County to prepare an updated Pollutant Load Reduction Plan (PLRP) by March 15, 2018 detailing the approach for meeting pollutant load reduction requirements. The El Dorado County Board of Supervisors adopted a PLRP in March 2013 that outlined the proposed strategy for meeting the first 2016 load reduction targets. In order to meet the objectives of the County's

next PLRP, the County plans to construct the Meyers water quality improvement project and will enhance its street sweeping program.

California Trustee Agencies: State agencies with trustee responsibility in the Meyers Area Plan boundary include: California Division of Forestry (tree removal and forest resource concerns), State Historic Preservation Officer (cultural resources), and California Department of Fish and Wildlife (plant and wildlife resources).

EL DORADO COUNTY

El Dorado County implements its regulatory authority through its General Plan and Zoning Ordinance. The County's 2004 General Plan adopted TRPA's Plan Area Statements (PASs) and Community Plans in El Dorado County to replace its previous local zoning. In El Dorado County's 2004 General Plan update, the County adopted new land use designations for PASs located within the County's jurisdiction but retained the PASs and Community Plans in the Lake Tahoe Region as its zoning system. The existing PASs and Community Plan will remain in effect until superseded by an adopted conforming Area Plan or amendments to existing PASs.

2.0 PROJECT DESCRIPTION

2.1 AREA PLAN OVERVIEW

The proposed project is an Area Plan for Meyers. The Meyers Area Plan would establish goals, policies and implementation strategies for providing specific land use guidance within the Area Plan's boundary. The Meyers Area Plan would formalize land use regulations and standards first considered in the 2012 TRPA RPU and would replace the existing Meyers Community Plan and applicable Plan Area Statements. The new plan will serve as a mutual plan for El Dorado County and TRPA by providing direction for how the area should be regulated to achieve regional environmental and land use objectives.

The Meyers Area Plan would help achieve the vision authored by the Meyers Advisory Council (MAC) by implementing revisions to goals and policies, development standards (e.g., zoning), and community design standards and guidelines. Adoption of the Meyers Area Plan would replace or revise existing County and TRPA planning and zoning guidance for the area. Table 1 provides an overview of the existing plans, maps, and ordinances that are relevant to the Meyers Area Plan, a synopsis of the proposed changes, and a brief description of those changes. Figure 1a provides a spatial comparison of the proposed Meyers Area Plan Zoning Districts in comparison to the Meyers Community Plan (adopted in 1993) and the different Plan Area Statements in the area.

Table 1: Elements of the Meyers Area Plan

Area Plan Element	Proposed Change from Existing Plans, Maps, and Ordinances	Summary Description
Goals and Policies (All Elements)	Adds, Deletes and Modifies Existing Goals and Policies as Documented in Area Plan Appendix C – Table of Proposed Goal and Policy Revisions	<ul style="list-style-type: none"> Deletes goals and policies no longer applicable to the plan area or have been previously implemented. Adds goals and policies to implement the vision and capital improvements identified by the MAC. Modifies goals and policies to implement the vision and capital improvements identified by the MAC.
Land Use: Zoning Districts	Modifies Existing Regional Land Use and Zoning District Boundaries as Documented in Figures 1a and 1c	<ul style="list-style-type: none"> As designated in the 2012 Tahoe Regional Plan conceptual land use map, the Meyers Area Plan combines three existing Commercial and Community Services Zoning Districts along US 50 into one Zoning District called "Meyers Community Center" to allow mixed-use development consistent with a Town Center. Expands the "Upper Truckee River" Residential Zoning District to include existing multi-family residential units located along SR 89 to the south. Renames the Zoning District "Upper Truckee Residential/Tourist" to recognize newly added tourist land uses near the intersection of US 50 and SR 89. Defines the mixed-use core plus a portion of the Upper Truckee Residential/Tourist Zoning District as a "Town Center" consistent with TRPA's 2012 Regional Plan Conceptual Land Use Map (note: the Area Plan excludes a portion of the westernmost Town Center boundary mapped in the 2012 Regional Plan). Parcels within the overlay are suitable for redevelopment or infill and qualify for incentives when development is transferred from less suitable locations within the Lake Tahoe Region.

Table 1: Elements of the Meyers Area Plan

Area Plan Element	Proposed Change from Existing Plans, Maps, and Ordinances	Summary Description
		<ul style="list-style-type: none"> ▪ Adds Conservation and Recreation Zoning Districts to incorporate Tahoe Paradise Park, Lake Baron, the Upper Truckee River corridor, Tahoe Paradise Golf Course and other public lands into the Meyers Area Plan boundary. ▪ As shown in Figure 1c, the Regional Land Use Classifications for the Meyers Area Plan included minor modifications to be consistent with the Zoning District adjustments, described above.
Land Use: Permitted Uses	Modifies List of Permissible Uses as Documented in Appendix A – Table of Existing and Proposed Uses	<ul style="list-style-type: none"> ▪ Meyers Community Center Zoning District: Applies list of permissible uses from the three existing Commercial and Community Services Districts to the Community Center and relaxes some of the permitting requirements for certain uses (e.g., changes some uses from conditional to permitted) while increasing requirements for certain uses (e.g. nursing homes) or prohibiting others (e.g., timeshare units). ▪ Meyers Industrial Zoning District: Relaxes some of the permitting requirements for certain uses (e.g., changes some uses from conditional to permitted). ▪ Upper Truckee Residential/Tourist Zoning District: Adds multi-family residential as a permitted use and tourist accommodation to allow low density hotel/motel units only within the Town Center portion of the District. Increases the variety of public service and recreational uses that may be located in the District. ▪ Meyers Recreation Zoning District: Increases the variety of public service and recreational uses that may be located in the District, and adds employee housing as a conditional use. ▪ Upper Truckee River Corridor (Conservation) Zoning District: Limits uses to those related to low impact recreation (e.g., hiking trails, day use areas, cross country ski courses) and public service facilities as conditional uses (e.g., transportation routes, power transmission facilities, transit stations).
Land Use: Development Standards	Modifies Development Standards as Documented in Appendix B – Table of Existing and Proposed Development Standards	<ul style="list-style-type: none"> ▪ Meyers Community Center Zoning District: Maintains maximum building height established in the existing Community Plan at 42 feet (note: the Area Plan does not take advantage of maximum building heights of 56 feet contemplated in the 2012 RPU for Town Center areas) and simplifies the building height standards, consistent with the El Dorado County Zoning Ordinance. Reduces setback and adjusts land coverage restrictions to encourage mixed-use development (allowing up to 70% coverage on high capability land). Reduces the westernmost Town Center area contemplated in the 2012 RPU by approximately 7.8 acres to exclude sensitive lands near the Upper Truckee River that were deemed less suitable for development. ▪ Meyers Industrial Zoning District: Maintains existing requirements to comply with TRPA Code Chapter 37.4 for maximum building heights and simplifies the building height standards. ▪ Upper Truckee Residential/Tourist Zoning District: Maintains

Table 1: Elements of the Meyers Area Plan

Area Plan Element	Proposed Change from Existing Plans, Maps, and Ordinances	Summary Description
		<p>maximum building height at 42 feet in the Town Center and simplifies the building height standards. Adds density standards for multi-family residential and tourist accommodation uses.</p> <ul style="list-style-type: none"> ▪ Meyers Recreation and Conservation Zoning Districts: Maintains existing requirements to comply with TRPA Code Chapter 37.4 for maximum building heights and simplifies the building height standards.
Land Use: Allocation of CFA	Adds Incentives for Allocation of Available Meyers Area Plan CFA	<ul style="list-style-type: none"> ▪ Provides CFA allocation for eligible commercial projects such as small businesses that locate in the Meyers Area Plan boundary.
Land Use: Community Incentive Project Program	Adds Development Incentives (e.g., fee waiver) for Certain Community Incentive Projects	<p>The fee for allocations of additional CFA may be waived if the Planning Commission makes written findings certifying that the project will:</p> <ul style="list-style-type: none"> ▪ Provide passive solar, alternative energy, or other design components that the MAC and Planning Commission find will reduce greenhouse gas emissions. ▪ Exceed state and regional green building standards. ▪ Be consistent with Meyers Design Standards and Guidelines, contributing to an improvement in scenic quality ratings for Roadway Unit 36C. ▪ Provide a landscaped area for outdoor public use equal to at least 10 percent of the project area or 800 square feet (whichever is less). ▪ Exceed existing stormwater quality treatment standards by at least 10 percent.
Land Use: Building Height Measurement	Replaces TRPA Code requirements with El Dorado County Zoning Ordinance requirements	<p>Replaces existing TRPA building height calculation method (Code Section 37.3) with a substitute standard based on El Dorado County Zoning Ordinance building height calculation method (Section 130.30.040). Establishes one height calculation methodology (using average finished grade of each building wall, and measuring the distance [height] between this average point and the highest point of the building) for planners to use when processing projects within the Meyers Area Plan boundary.</p>
Attachment A: Design Standards and Guidelines	Modifies and Expands Design Standards and Guidelines	<ul style="list-style-type: none"> ▪ Modifies Sign Standards to create more consistent sign setbacks from the roadway and improve visibility of signage that is affected by exceptionally wide US 50 right of way (ROW) and snow storage operations. Specific revisions include: <ul style="list-style-type: none"> ▪ Allow greater total sign area for freestanding signs placed over 100 feet from the US 50 centerline on parcels adjacent to US 50. ▪ Allow off-premises freestanding signs within the US 50 ROW if approved by Caltrans. Require a minimum 50-foot setback from US 50 centerline and 15-foot setback from multi-use trails for both on-premise and off-premise freestanding signs. ▪ Moved Design Guidelines for protection of Sierra juniper trees, fencing, screening of outdoor storage areas, highway landscape buffers, bear-proof trash facilities and bicycle racks to the

Table 1: Elements of the Meyers Area Plan

Area Plan Element	Proposed Change from Existing Plans, Maps, and Ordinances	Summary Description
		<p>Design Standards section to make them mandatory for all projects.</p> <ul style="list-style-type: none"> ▪ Added Design Guidelines to encourage streetscape improvements along US 50 and sustainable building design. ▪ Revised Design Guidelines to be consistent with the vision and capital improvements identified by the MAC.
US 50 Pedestrian Crossing at Apache Avenue	Adds Community Improvements included in Meyers Sustainable Mobility Project	<p>A striped crosswalk of US 50 is currently provided approximately 150 feet west of the westernmost intersection of US 50 and Apache Avenue. No enhancements are provided beyond standard striping and permanent signs. The location of the existing crossing adds approximately 300 feet of walk distance for pedestrians traveling along Apache Avenue, reducing the crossing utilization and effectiveness. As part of the Meyers Sustainable Mobility Project, the County is proposing to relocate the crossing location to the west side of Apache Avenue and install a modern Rapid Rectangular Flashing Beacon (RRFB). The use of RRFBs has proven to substantially increase the proportion of vehicles that yield to pedestrians in crosswalks. The proposal would enhance pedestrian safety and convenience and encourage greater pedestrian activity in the Town Center.</p>

As part of the Meyers Area Plan, El Dorado County will comply with all aspects of the TRPA Regional Plan and Code of Ordinances not specifically substituted by standards within the Area Plan including mitigation measures from the RPU EIS certified by the TRPA Governing Board on December 12, 2012. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, Initial Environmental Checklist, and standard conditions of approval for residential and grading projects.

2.2 AREA PLAN DISTRICTS

Meyers Community Center (Meyers Area Plan – MAP-1)

The Meyers Community Center District is the heart of Meyers for residents and visitors and provides a mix of commercial, public service, residential and tourist accommodation uses. This District encompasses approximately 53 acres, including approximately 23 vacant or under-developed parcels of which 12 are private and 11 publicly owned totaling 13.1 acres. The vacant and under-developed parcels range in size from 0.16 acre to 1.9 acres (see Figure 1b). The Community Center District would allow multi-family dwellings and single-family dwellings as permissible uses, group facilities as conditionally allowable uses, and would prohibit timeshare uses which are currently allowed as a special use.

Meyers Industrial District (MAP-2)

The Meyers Industrial District occupies approximately 48 acres and includes commercial uses and public services generally serving residents in the greater Meyers Community, although some uses also serve visitors. The district contains light industrial, storage, and public service yards. No substantial changes would occur in this District. Some uses, such as service stations have been added as a conditionally allowed use, and some retail and commercial uses have been revised to allowable uses rather than special uses; however, this would not result in a significant change to density or land use. Therefore, the Community Plan and Area Plan Industrial Districts are considered equal and a quantified analysis of changes to this District are not necessary. For future development assumptions, it is estimated that this District has the potential for approximately 21,780 square feet of additional commercial floor area (for light industrial uses).

Upper Truckee Residential/Tourist District (MAP-3)

The Upper Truckee Residential/Tourist District provides a mix of residential uses and allows for low intensity tourist accommodations. Although the Community Plan allowed only single-family dwellings plus bed/breakfast for a portion of the District, the Area Plan adds employee housing, multiple family dwelling, and hotels/motels to the District. Hotels/motels are only allowed in the small Town Center portion of this District (area immediately south of US 50).

This District encompasses approximately 18 acres of which only 9 parcels (approximately 1.7 acres in total) are privately owned and vacant parcels, averaging 0.19 acres (8,000 square feet) in size. Of the 81 parcels in this District, 32 parcels are developed with existing single-family and multi-family units, 9 parcels are privately owned vacant land, and 40 parcels are undeveloped federally- or state-owned parcels.

Changes to the Area Plan permits construction on vacant residential lands and redevelopment of existing residential home sites with employee housing (25 persons/acre), multi-family residential (15 units/acre) or tourist (bed/breakfast – 10 units/acre or hotel/motel – 30 units/acre). However, due to the small size of parcels and difficulty combining parcels into larger development sites, there is little potential for large multi-family complexes or hotel/motel developments.

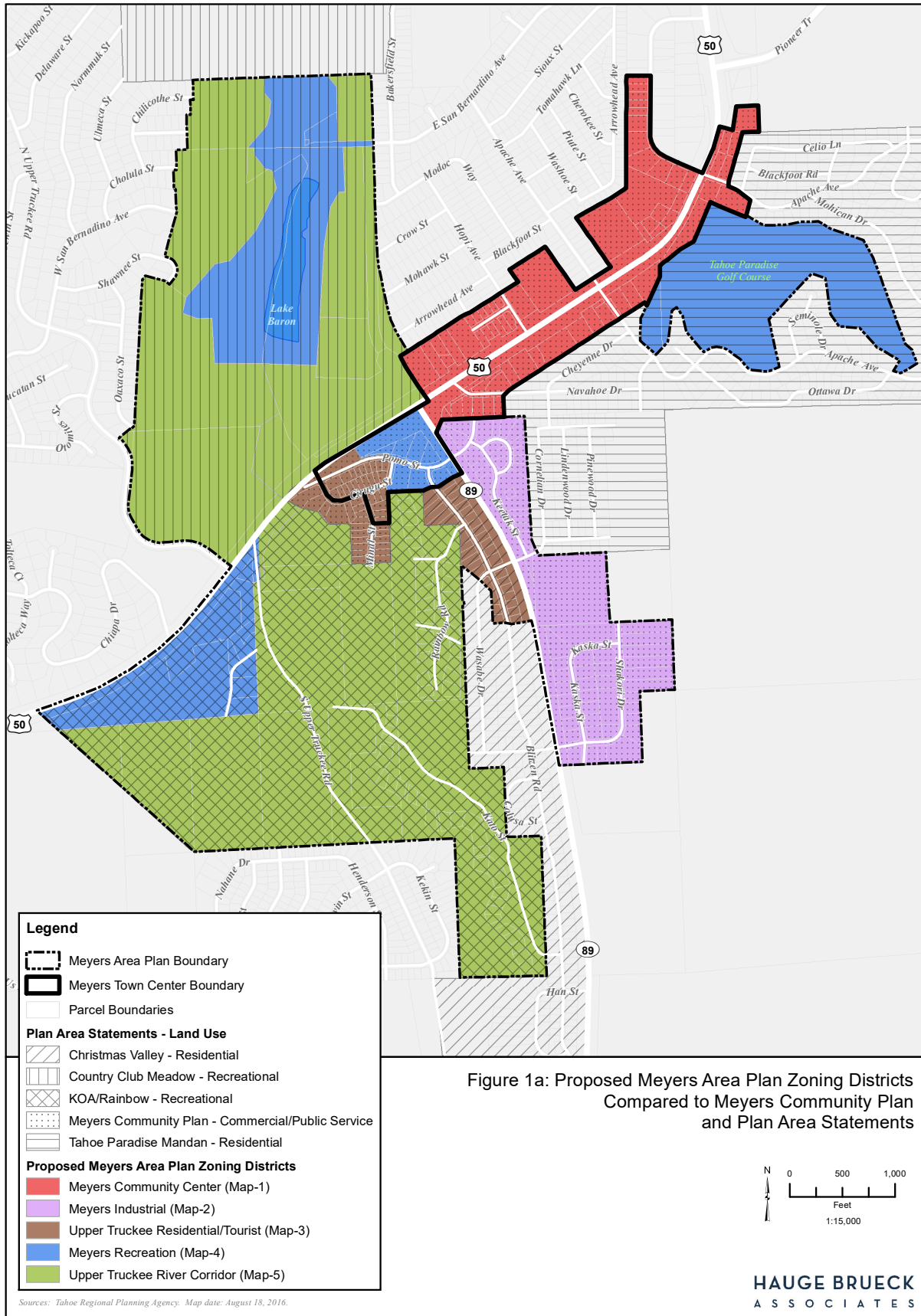
Meyers Recreation District (MAP-4)

The Meyers Recreation District adds approximately 137 acres of outdoor recreation amenities for residents and visitors, including parks, a golf course, and developed campsites to the Area Plan boundary. The Recreation District includes the Tahoe Paradise Park, Tahoe Paradise golf course, KOA campground and adjacent publicly owned recreational lands, and the southwest corner of the US 50/SR 89 intersection

(included as mixed-use in the Community Plan). Proposed conditional uses not previously allowed in the Recreational District include amusements and recreation services, outdoor amusements, publicly owned assembly and entertainment, and recreation centers. Proposed allowable uses previously only conditionally allowed include cultural facilities, group facilities, and participant sports facilities, while allowable uses not previously allowed include local assembly and entertainment and rural sports. In contrast, single-family dwellings are no longer allowed, nor are eating and drinking places, food and beverage sales, churches, or local post office.

Upper Truckee River Corridor (MAP-5)

The Upper Truckee River Corridor adds approximately 348 acres of public land surrounding the Upper Truckee River to the Area Plan boundary (conservation lands were not included in the Community Plan). This area is managed primarily for environmental values and provides dispersed recreational uses such as trails, trailheads, and cross-country skiing. Area Plan changes to the land uses allowed in the Upper Truckee River Corridor include changing cross-country ski courses from a conditional use to an allowed use and including rural sports as a conditional use. Developed and undeveloped campgrounds have been reassigned from permissible uses to conditionally permissible uses. Uses no longer allowed or conditionally allowed include RV parks, snowmobile courses, outdoor recreation concessions, group facilities, cultural facilities, local post office, churches, nurseries, eating and drinking places, food and beverage sales, employee housing, and single-family dwellings. Therefore, the intensity of potential land uses within this District will not increase as a result of their inclusion in the Area Plan.



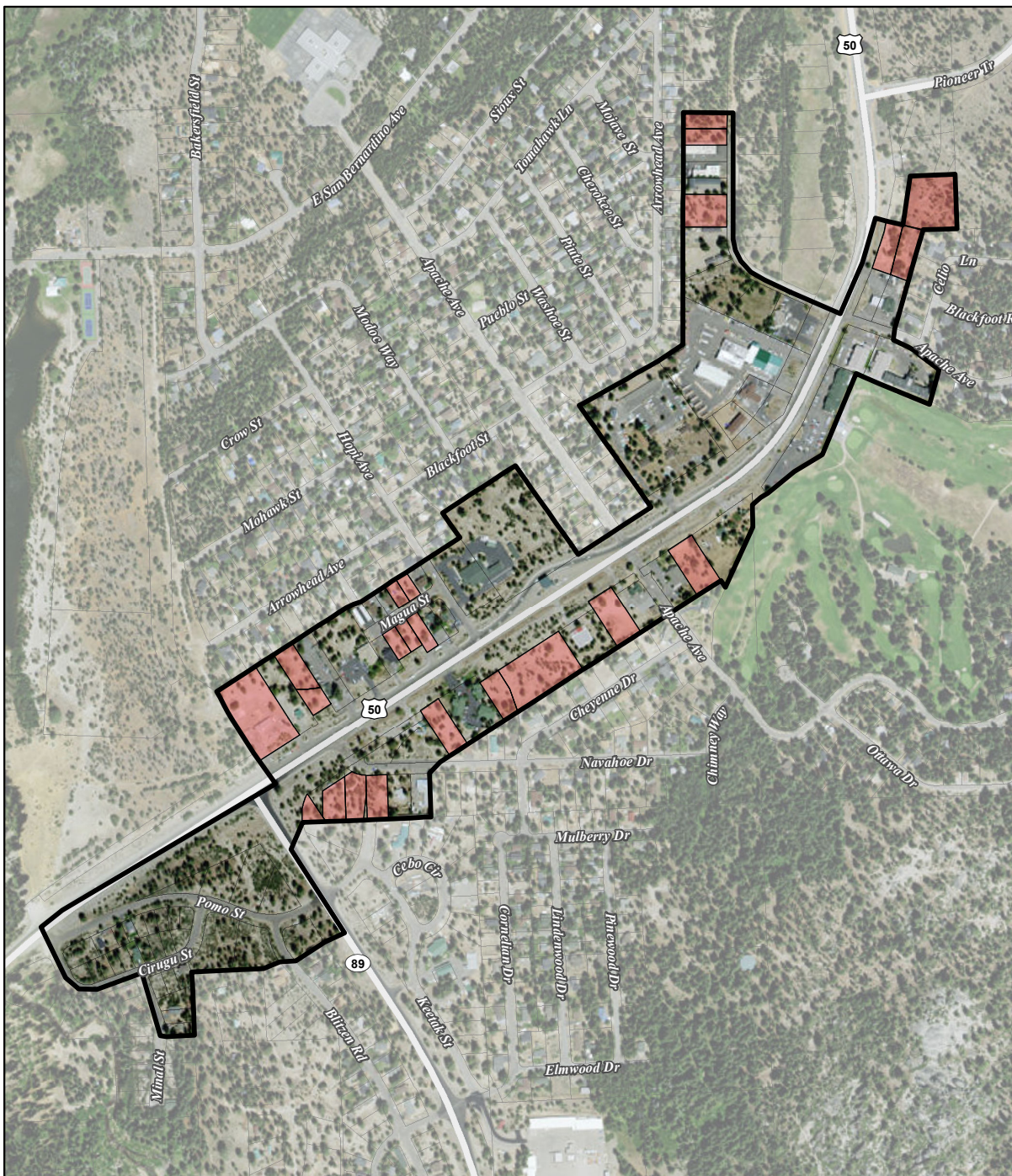
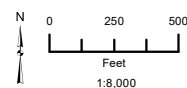


Figure 1b: Meyers Town Center Vacant and Under-Developed Parcels

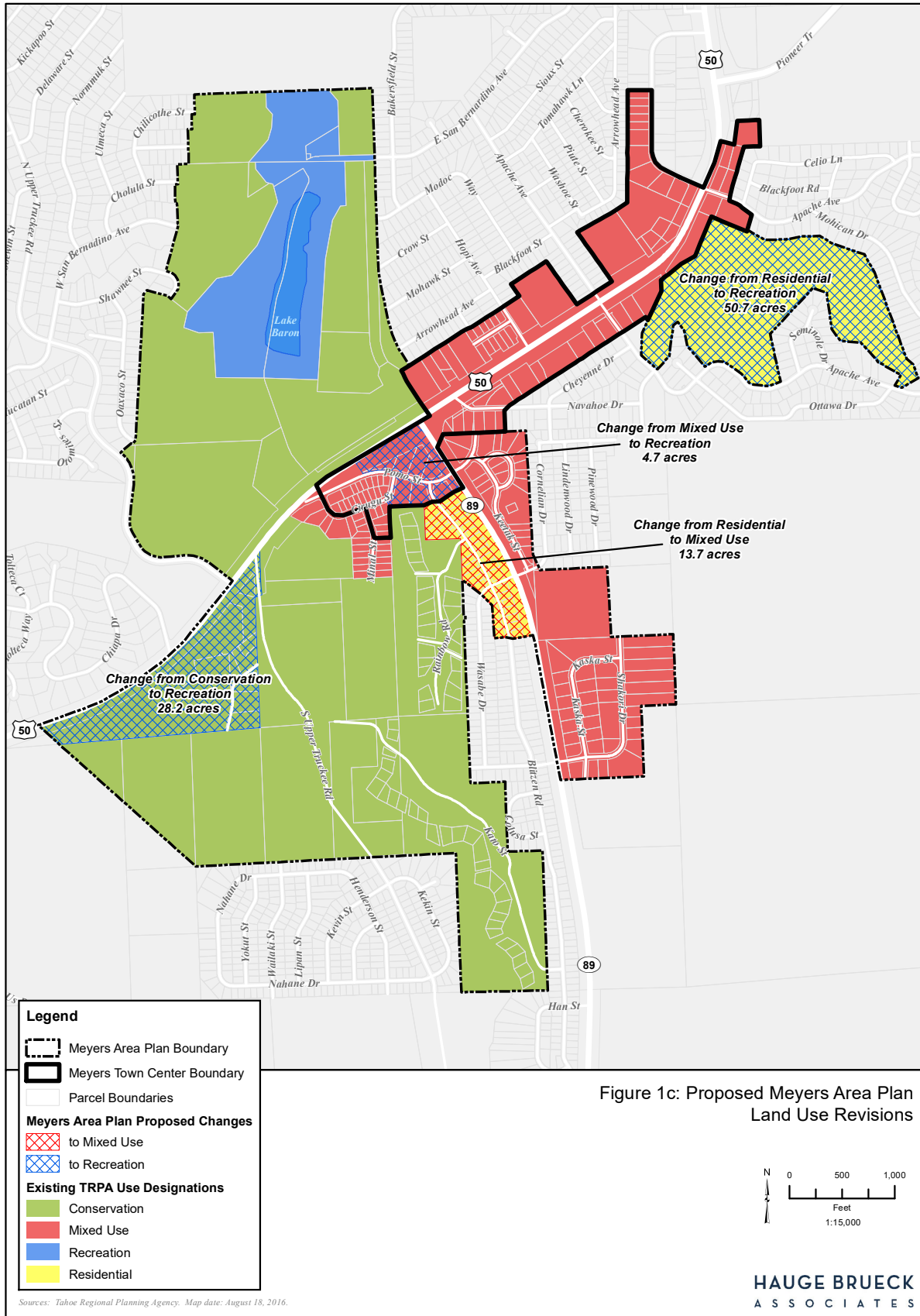
Legend

- Meyers Town Center Boundary
- Parcel Boundaries
- Vacant and Under-Developed Parcels



Sources: Tahoe Regional Planning Agency. Map date: August 18, 2016.

HAUGE BRUECK
ASSOCIATES



3.0 BASELINE

As specified in Section 13.3.1 of the TRPA Code, all plans, policies, and regulations in the Regional Plan and the TRPA Code shall remain in effect unless superseded by the provisions of an adopted conforming Area Plan. Thus, existing baseline conditions for the purposes of this IS/IEC reflect current environmental conditions with the updated Regional Plan, TRPA Code, El Dorado County General Plan and Zoning Ordinance in effect, and the existing TRPA plans (e.g., Meyers Community Plan and adjacent PASs), maps, and ordinances also in effect. The Meyers Area Plan has an approximate 20-year planning horizon.

The proposed project evaluated in this IS/IEC is the adoption and implementation of the Meyers Area Plan. With approval, the Area Plan would become part of the TRPA Regional Plan and would replace existing applicable plan area statements, community plan, maps, and ordinances. The focus of the analyses herein is on the replacement of the existing plans (including applicable community plan and PASs), maps, and ordinances with the Meyers Area Plan boundary and the potential environmental effects of implementing the Meyers Area Plan over its approximately 20-year plan horizon.

4.0 METHODOLOGY AND ASSUMPTIONS

This IS/IEC was prepared to evaluate the potential environmental effects of the Meyers Area Plan using as a tool the CEQA initial study and TRPA initial environmental checklist questions, responses, and supporting narrative. The analysis tiers and incorporates by reference specific analyses contained in the following environmental review documents, as appropriate:

- TRPA, *Regional Plan Update EIS*, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS)
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *Mobility 2035: Regional Transportation Plan/Sustainable Communities Strategy EIR/EIS*, certified by the TMPO Board and the TRPA Governing Board on December 12, 2012 (RTP EIR/EIS)
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy IS/MND/IEC/FONSE*, certified by the TMPO Board and the TRPA Governing Board in April 2017 (RTP IS/IEC)
- El Dorado County, *General Plan Update EIR*, certified by the Board of Supervisors on July 19, 2004 (County GP EIR)
- El Dorado County, *Targeted General Plan Amendment and Zoning Ordinance Update EIR*, certified by the Board of Supervisors on December 15, 2015

These program-level environmental documents include a regional scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an area plan level. These documents serve as first-tier documents for the TRPA review of the proposed Meyers Area Plan. To the extent that the Meyers Area Plan is consistent with the Regional Plan and the RTP, for which the program EISs were prepared, the Meyers Area Plan could be found to be “within the scope” of the program EISs.

The Meyers Area Plan IS/IEC is also a program-level environmental document. No specific development projects are proposed at this time or analyzed herein. All future projects within the Meyers Area Plan boundary would be subject to project-level environmental review and permitting by El Dorado County and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code). Project-level environmental documents would require identification of, and mitigation for any potentially significant environmental impacts.

TRPA has prepared an Area Plan Environmental Analysis Guidelines flowchart intended to assist local jurisdictions in considering environmental review requirements associated with the zoning districts and regional land uses proposed in area plans. The guidance poses the following questions:

- Does a land use district in the area plan allow a use that has a greater potential impact than the corresponding regional land use classification in the Regional Plan? This includes any community plans and/or PASs that would be wholly or partially, replaced by the area plan.
- Does a zoning district in the area plan allow a use that has a greater potential impact than the corresponding land use district in the PAS or community plan?
- Does the project have a greater potential impact than the use allowed by the zoning district in the area plan/PAS?

These questions contemplate whether land use/zoning changes resulting from the adoption of an area plan would result in new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan.

To address these questions, the proposed Meyers Area Plan Land Use Zoning District Map has been compared with the TRPA RPU conceptual land uses. The proposed land use and zoning map amendments are generally consistent with the TRPA conceptual land use map adopted as part of the 2012 Regional Plan with a few exceptions. The Area Plan proposes several amendments to the Regional Plan Land Use map (see Figure 1c) including:

- Re-designating approximately 50.7 acres that include the existing Tahoe Paradise Golf Course from Residential (PAS 122) to Recreation,
- Re-designating approximately 28.2 acres that include the existing KOA campground and a vacant group facility from Conservation to Recreation,
- Re-designating approximately 4.7 acres that include undeveloped federal and state-owned land southwest of the US 50/SR 89 intersection from Mixed-Use to Recreation, and
- Re-designating approximately 13.7 acres that include existing multi-family residential uses from residential to mixed-use (which would allow for multi-family residential and limited tourist accommodation uses in the Town Center portion of the Area Plan).

Development and Design Standards of the Meyers Area Plan would modify the list of permissible uses from what is currently allowed within the Meyers Community Plan. One of the fundamental changes in land use in the Meyers Area Plan is the elimination of multiple districts within the mixed-use Town Center to encourage the mixing of uses to reduce auto-dependency. Specifically, three special districts along US 50 were consolidated into one larger zoning district.

The table included in Appendix A of this IS/IEC compares the existing permissible uses allowed within the Meyers Community Plan with uses that would be allowed with implementation of the Meyers Area Plan. Generally, the types of land uses that would be permissible in the MCP-1, MCP-2, and MCP-3 zoning districts are consistent with the mix of uses (commercial, public service, light industrial, office, tourist accommodation, and residential) envisioned for Mixed Use Districts in the TRPA Regional Plan Goals and Policies (TRPA 2012a, page 2-13). [Note: the El Dorado County General Plan defers land uses in the Lake Tahoe Region to the Community Plans or Area Plans]. The uses that would be permissible within the Meyers Recreation zoning district reflect the mix of uses envisioned for Recreation areas in the TRPA Regional Plan Goals and Policies (TRPA 2012a, page 2-14) and the uses within the Upper Truckee River Corridor (Conservation) Zoning district would be limited to passive recreation uses and restoration activities.

Since the proposed uses would be consistent or less intensive with the uses envisioned in the TRPA Regional Plan, the analysis herein focuses on the unique characteristics of the allowed uses and potential environmental impacts associated with their implementation (e.g., land use compatibility, water quality, scenic resources, and traffic).

This analysis herein also focuses on proposed changes to the substitute sign and development standards that are in the existing Meyers Community Plan. Pursuant to Section 13.5.2 of the TRPA Code of Ordinances, the Meyers Area Plan proposes to continue substitute standards with several proposed changes.

The checklist responses include cross-referencing to other checklist items to reduce redundancy, where appropriate.

5.0 COMMODITIES INVENTORY

Chapter 50 of the TRPA Code of Ordinances sets forth the requirements for regulating the rate and timing of growth within the Region in a manner intended to award and distribute allocations for growth and development in an orderly fashion to meet and maintain environmental thresholds (TRPA 2012c: page 50-1). Development of new residential, commercial, and tourist uses is regulated through the assignment of commodities including residential development rights and allocations, commercial floor area, and tourist accommodation units. Existing residential, commercial, and tourist units can also be transferred into applicable zoning districts within Meyers. A limited pool of bonus units for the whole Lake Tahoe Region are available as an incentive for qualifying transfers of development into the Meyers Town Center from environmentally sensitive or outlying parcels (See TRPA Code Ch. 51).

Table 2 summarizes the estimated existing and unused commodities (or development rights) for residential, commercial, and tourist uses within unincorporated El Dorado County (outside of the City of South Lake Tahoe), and available for the Meyers Area Plan. The inventory of existing units of use in the Region, estimated banked units, remaining allocations and total development potential for residential units, commercial floor area and tourist accommodation units for the Lake Tahoe Region is shown in Table 3. A comparison of potential buildout development assumptions between the existing Community Plan, proposed Area Plan and conceptual land uses and development standards studied for Area Plan Town Centers in the 2012 Tahoe Regional Plan update (defined in TRPA Code Chapter 13, Table 13.5.3-1) is shown in Table 4. These assumptions are based on land use densities and development standards and do not take into account commodity limitations or land capability restrictions that may restrict development on certain parcels.

Table 2: El Dorado County Commodities Summary	
Residential	
Total Existing Units (within unincorporated El Dorado County)	8,593
<i>By Land Capability District (LCD)</i>	
SEZ (LCD 1b)	1,441
Sensitive Lands (LCDs 1a, 1c, 2, and 3)	1,999
Non-Sensitive Lands (LCDs 4, 5, and 6)	5,153
Unused Residential Development Rights Remaining (within the Meyers Area Plan)	8
Commercial	
Total Existing Commercial Floor Area (CFA) (sq. ft.) (within unincorporated El Dorado County)	329,044
<i>By Land Capability District (LCD)</i>	
SEZ (LCD 1b)	89,406
Sensitive Lands (LCDs 1a, 1c, 2, and 3)	69,868
Non-Sensitive Lands (LCDs 4, 5, and 6)	166,492
<i>By Land Use District</i>	
Within Community Plan Areas or Town Centers	198,670
Other Land Use Districts	127,096
Remaining unused CFA (for unincorporated El Dorado County, assigned to the Meyers Area Plan)	33,520

Table 2: El Dorado County Commodities Summary

Tourist	
Total Existing Tourist Accommodation Units (TAUs) (within unincorporated El Dorado County)	113
<i>By Land Capability District (LCD)</i>	
SEZ (LCD 1b)	0
Sensitive Lands (LCDs 1a, 1c, 2, and 3)	93
Non-Sensitive Lands (LCDs 4, 5, and 6)	20
<i>By Land Use District</i>	
Within Community Plan Areas or Town Centers	0
Other Land Use Districts	113
Remaining unused TAUs (Assigned to the Meyers Area Plan)	10
Source: TRPA 2012f and updated by TRPA, 2016. Note: GIS data was used for estimating the commodities in the different Land Capability Districts. This analysis is intended to only provide a regional estimate and the analysis is only approximate and not field verified.	

Table 3: Region Wide Total of Units of Use, Bonus Units, and Commercial Floor Area Inventory

	Existing¹	Banked²	Remaining Allocations/ Bonus Units/Units of Use	Total Existing and Potential Development
Residential Units	47,183 Existing Residential Units (ERUs)	116 ERUs	3,987 (311 Unused Residential Allocations Released to Local Jurisdictions ³) (1,474 Residential Bonus Units) ⁴ (2,202 Unreleased Residential Allocations) ⁵	51,286
Commercial Floor Area (CFA) (in sq. ft.)	6,349,051	114,107	569,110 (369,110 Remaining from 1987 Plan) (200,000 Allocated by the 2012 Regional Plan) ⁶	7,032,268
Tourist Accommodation Units (TAUs)	11,584	523	342 (130 in Area/Community Plans) (90 Reserved for Homewood/Boulder Bay Projects) (122 in TRPA Bonus Unit Pool)	12,449

Table 3 Notes:

- Existing as of December 31, 2015. Estimated based on a GIS query of county assessor's data, 2010 Lidar Data and TRPA permit data from 2010-2015. Approved projects that are not yet completed are not counted as existing and their development rights remain in the development potential.
- Updated Banked totals based on TRPA analysis of file/permit data, communications with CA/NV land banks and local jurisdictions. Banked units in the local jurisdiction lines include public and privately owned parcels with approved banked development rights. Includes units received from transfers but not yet constructed.
- Includes remaining Residential Allocations from 1987 Regional Plan and remaining Residential Allocations released to local jurisdictions from the 2012 Regional Plan allocations.
- Includes the 2012 Regional Plan allocation of 600 Residential Bonus Units that shall only be used in Centers.
- The 2012 Regional Plan authorized 2,600 new Residential Allocations to be released through 2032, with a yearly allocation of units to the local jurisdictions. TRPA has released 398 Residential Allocations from this authorization (years 2013-2015 combined).
- The 2012 Regional Plan allocation of 200,000 square feet of CFA will not be made available until the remaining CFA from the 1987 Regional Plan is exhausted.

Source: LakeTahoeInfo.org/Parcel Tracker, TRPA Accela Permit Records, TRPA project application files, and local jurisdiction accounting records.

Table 4: Meyers Development Assumptions Comparison

	Hotel Units⁵	Multifamily Units⁵	Single Family Units	Commercial Floor Area (CFA) Retail (sf)	CFA Restaurant (sf)	CFA Office (sf)	CFA Lt. Indust. (sf)
Regional Plan Update (RPU) Total ¹	179	143	0 ²	78,844	20,255	9,017	21,780
Area Plan (AP) Total	88 ^{3,4}	84	0 ²	39,030	13,504	6,011	21,780
Community Plan (CP) Total	78	40	9	17,430	12,145	29,513	21,780
Difference between AP and CP	+10	+44	-9	+21,600	+1,359	-23,502	0
Difference between AP and RPU	-91	-59	0	-39,814	-6,752	-3,006	0

Table 4 Notes:

- The Regional Plan amendments in 2012, updated the design standards for Town Centers in adopted Area Plans. These are defined in TRPA Code Chapter 13, Table 13.5.3-1. Assumptions studied in the 2012 Regional Plan update EIS allowed for building height of up to 56 feet (four stories), multi-family at 30 units/acre and tourist accommodation at 40 units/acre.
- 9 Single-Family (SF) residential parcels (1.67 acres) under the Community Plan converted to Multi-Family (MF) Residential under the Regional Plan update (RPU) and Area Plan (AP) scenarios resulting in the potential for 0 new SF units and 25 new MF units. Residential development in the MF District could also occur with single family residents, but would result in fewer total units.
- The RPU and AP scenarios convert 3.1 acres of bed and breakfast under the CP to 50/50 retail/restaurant.
- 4.66 acres of CP bed and breakfast are converted to recreation (and assumed to be used for a community center) under the AP.
- Increased hotel and MF densities under the RPU and AP scenarios (compared to the CP) result in an increase of those units under the AP.

6.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

1. Project title: Meyers Area Plan

2. Lead agency name and address:

El Dorado County is the California Environmental Quality Act (CEQA) lead agency responsible for preparing an Initial Study/Negative Declaration (IS/ND) and the Tahoe Regional Planning Agency (TRPA) will serve as the lead agency for the Initial Environmental Checklist (IEC) under the Tahoe Regional Planning Compact.

El Dorado County
924 Emerald Bay Road, Suite B
South Lake Tahoe, California 96150

Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, Nevada 89449

3. Contact person(s) and phone number(s):

El Dorado County: Brendan Ferry, Principal Planner, (530) 573-7900

Tahoe Regional Planning Agency: Jennifer Cannon, Senior Planner, (775) 589-5297,
jcannon@trpa.org

4. Project location:

The Meyers Area Plan is located within El Dorado County near the intersection of US 50 and SR 89 and includes approximately 669 acres located north and south of US 50. The Area Plan includes the entirety of the Meyers Community Plan boundary, and all or a portion of TRPA Plan Area Statements 119 (Country Club Meadow), 122 (Tahoe Paradise – Mandan), 136 (KOA/Rainbow), 125 (Meyers Commercial), and 137 (Christmas Valley) as shown on Figure 1a.

5. Project sponsor's name and address:

El Dorado County
924 Emerald Bay Road, Suite B
South Lake Tahoe, California 96150

6. General Plan designation:

The County's General Plan defers the Meyers Area land use designation to the Area Plan and TRPA's Conceptual Land Use Map designates it as Mixed-Use, Residential, Conservation, and Recreation.

7. Zoning

The Meyers Area Plan contains multiple zoning designations within the 669-acre area.

8. Description of project:

Refer to Chapter 2 of this document.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

Refer to Section 1.4 in Chapter 1 of this document.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Adoption of the Meyers Area Plan is required by the El Dorado County Board of Supervisors and the TRPA Governing Board. Projects that may move forward as a result of the implementation of this Area Plan will undergo project-level environmental review and may also require approval by the California Department of Fish and Wildlife, the California Regional Water Quality Control Board, Lahontan Region, El Dorado County Air Quality Management District, and/or the California Department of Transportation (Caltrans).

6.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

If environmental factors are checked below, there would be at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. As discussed in the IS/IEC checklist, there are no potentially significant impacts associated with the Meyers Area Plan. Applicable mitigation measures for general and cumulative impacts associated with the County General Plan and the RPU are incorporated into the project approval.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology Resources
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input checked="" type="checkbox"/> Mandatory Findings of Significance

6.2 CEQA ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study:

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

Brendan Ferry, Principal Planner
El Dorado County

Date

6.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BY TRPA)

On the basis of this TRPA Initial Environmental Checklist:

- | | | | | |
|---|-------------------------------------|-----|-------------------------------------|----|
| a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures | <input type="checkbox"/> | Yes | <input checked="" type="checkbox"/> | No |
| b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures. | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. | <input type="checkbox"/> | Yes | <input checked="" type="checkbox"/> | No |

Signature of Evaluator

Date

Title of Evaluator

6.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis has been prepared using the CEQA Guidelines Appendix G: Environmental Checklist Form to complete an Initial Study (IS). This checklist also includes analysis of environmental impacts required in the TRPA Initial Environmental Checklist (IEC) found at: http://www.trpa.org/wp-content/uploads/Initial_Environmental_Checklist.pdf.

6.4.1 CEQA

CEQA requires a brief explanation for answers to the Appendix G: Environmental Checklist except "No Impact" responses that are adequately supported by noted information sources (see Table 5). 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.

Table 5: CEQA Defined Levels of Impact Significance	
Impact Severity	Definition
No Impact	A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
Less than Significant Impact	"Less than Significant Impact" applies where the Project's impact creates no significant impacts based on the criterion or criteria that sets the level of impact to a resource and require no mitigation to avoid or reduce impacts.
Less than Significant Impact after Mitigation	"Less than Significant Impact after Mitigation" applies where the incorporation of mitigation measures has reduced an effect from potentially "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
Significant Impact	"Significant Impact" is appropriate if there is substantial evidence that an effect is potentially significant, as based on the criterion or criteria that sets the level of impact to a resource. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
Source: CEQA Appendix G Environmental Checklist Form 2010	

6.4.2 TRPA

Article VI of the TRPA Rules of Procedures presents the rules governing the preparation and processing of environmental documents pursuant to Article VII of the Compact and Chapter 3 of the Revised TRPA Code of Ordinances.

TRPA uses an IEC, in conjunction with other available information, to determine whether an EIS will be prepared for a project or other matter. This could include preparation of an Environmental Assessment, in accordance with Section 3.4 of the TRPA revised Code, when TRPA determines that an IEC will not provide sufficient information to make the necessary findings for a project.

The IEC includes a series of questions categorized by and pertaining to resources regulated by TRPA. Each checklist item requires a checked response of "Yes," "No," "No, with Mitigation," or "Data Insufficient." A checked response of "Data Insufficient" or a determination that a project may have a significant effect on the environment (Section 3.3.2 of the TRPA Code) indicates that additional

environmental review in the form of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) would be required. The IEC form indicates that all “Yes” and “No, with Mitigation” responses require written explanations. This IEC provides supporting narrative for all responses. Where a checked response may not be intuitive or easily understood by the reader, that response has been marked with an asterisk (*) and a brief clarifying statement supporting the rationale for the checked response is included. Based on an initial review of the Project, TRPA and County staff determined that an IEC would provide sufficient information regarding the Project to make one of the findings below. As set forth in Code Subsection 3.3.1, based on the information submitted in the IEC, and other information known to TRPA, TRPA shall make one of the following findings and take the identified action:

1. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA’s Rules of Procedure.
2. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA’s Rules of Procedure.
3. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this Chapter and TRPA’s Rules of Procedure.

When completed, TRPA reviews the IEC to determine the adequacy and objectivity of the responses. When appropriate, TRPA consults informally with federal, state, or local agencies with jurisdiction over the project or with special expertise on applicable environmental impacts.

6.4.3 Aesthetics (CEQA), Scenic Resources/Community Design and Light and Glare (TRPA)

This section presents the analyses for potential impacts to aesthetics, scenic resources/community design and light and glare. Table 6 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 6: Aesthetics, Scenic Resources/Community Design and Light and Glare				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (CEQA Ia)			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (CEQA Ib)			X	
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA item 18a)				X
6. Be visible from any public recreation area or TRPA designated bicycle trail? (TRPA item 18b)				X
7. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA item 18c)				X
8. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA item 18d)				X
9. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA item 18e)				X

10. Include new or modified sources of exterior lighting? (TRPA item 7a)				X
11. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA item 7b)				X
12. Cause light from exterior sources to be cast off-site or onto public lands? (TRPA item 7c)				X
13. Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA item 7d)				X

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

The Area Plan contains scenic vistas visible from public roadways. While some development and redevelopment would continue under the Meyers Area Plan in the future, such changes are likely to be positive by improving the visual quality of the built environment consistent with the TRPA Code of Ordinances, TRPA Design Review Guidelines, the standards of the Meyers Area Plan including the Meyers Design Standards and Guidelines, and the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP).

Portions of US 50 and the entirety of the SR 89 segment within the Meyers Area Plan are Scenic Roadways currently in attainment. The portion of US 50 east of the SR 89 intersection within the Meyers Area Plan is listed as nonattainment. The portion of US 50 in this area is associated with Scenic Roadway Unit 36C (Airport Area – Meyers) viewshed #1. Views from this area towards the west and east consist of mid-distant ridgelines of Flagpole Peak (southwest) and long-distant views of peaks through the road corridor (northeast). The current rating (2011) for this area is threshold composite score of 15 (nonattainment). Improvements to the area have occurred since 1996, with the construction of new structures (Post Office, CHP, offices), redevelopment of Yank's Station, and other commercial improvements; however, the analysis suggests additional improvements are warranted, particularly in terms of landscaping and structural color. This area is described as having cluttered foreground views from urban development and that traffic, signs, and other features limit the visual experience on the roadway by distracting viewers. The portion of US 50 west of SR 89 is located within Scenic Roadway Unit 37 (Echo Summit) viewshed's #8 and #9. Viewshed #9 offers middle-distant views to the southwest of rock ridgelines and vegetation. Visual feature #8 includes foreground views on both sides of the road of the Truckee River and has a high scenic quality. The 2011 Scenic Evaluation Report lists this Roadway Unit with a threshold composite score of 26 (attainment). The portion of SR 89 in this area is associated with Scenic Roadway Unit 38 (Upper Truckee River) viewshed's #4 and #5. Viewshed #4 is located near the southernmost portion of the Meyers Area Plan and offers views to the west of distant peaks, vegetation, and residential developments and has a 2011 threshold composite score of 18 (attainment).

The Meyers Area Plan proposes the following changes in relation to scenic resources and the visual quality of the area:

- Proposes a maximum building height of 42 feet in the Meyers Community Center District and the Upper Truckee Residential/Tourist District; however, height in excess of 26 feet (up to 42 feet)

must make findings 1, 3, 5, and 9 in TRPA Code section 37.7, including compliance with applicable visual magnitude/contrast ratings.

- Maintains maximum height limits prescribed by TRPA Code Chapter 37.4 for the Meyers Industrial, Recreation and Upper Truckee River Corridor (Conservation) Districts.
- Replaces the existing TRPA building height calculation method (Code Section 37.3) for the MAP-1 (Center) zoning district with El Dorado County Zoning Ordinance building height calculation method (Section 130.30.040) to ensure consistent application of height rules.
- Revises density, setback and maximum transferred land coverage restrictions within the Meyers Community Center District to allow for redevelopment with mixed-uses.
- Modifies Sign Standards by basing maximum height and sign area for freestanding signs on parcels adjacent to US 50 on the distance from the centerline of US 50 instead of the distance from the parcel boundary (which is extremely variable in the Meyers area); allowing off-premises freestanding signs within the US 50 ROW if approved by Caltrans; requiring a minimum 50 foot setback from the US 50 centerline and 15-foot setback from multi-use trails for freestanding signs; and allowing a maximum sign area of 75 sq. ft. for freestanding signs along US 50 that are greater than 100 ft. from the centerline of US 50.
- Modifies Design Guidelines to protect Sierra juniper trees (Policies 2.2 and 2.3); address fencing, screening of outdoor areas, and highway landscape buffers; and support bear-proof trash facilities, and bicycle racks by making them mandatory for all projects.
- Adds Design Guidelines to encourage shoulder improvements along US 50 and sustainable building design.
- Encourages the installation of a gateway monument sign (MAP Policy 7.5).

Maximum building heights (42 feet with applicable findings) for Town Center areas are in accordance with or less than that allowed by TRPA Code of Ordinances Section 37.7.16 and with Table 13.5.3-1 (Minimum Development Standards for Area Plans) of the Code of Ordinances, which allows structures up to 56 feet within Town Centers if findings can be made. Under the Area Plan, tourist, public service or recreational projects requesting structural heights up to 42 feet will be required to meet applicable additional height findings (e.g., 1, 3, 4, 5, 7, 8, and 9) in Section 37.7 of the Code of Ordinances. These findings relate to structural visibility/screening, function of the structure that requires additional height, and impact on Scenic travel route ratings. By maintaining the maximum allowable height in each district of the Meyers Area Plan consistent with the existing Community Plan, the overall potential for structural visibility will not increase under the Area Plan, and may decrease with implementation of required screening policies (e.g., set backs, landscaping and building design considerations).

Under the proposed Area Plan substitute standards (Section 120), buildings heights would be calculated using El Dorado County Zoning Ordinance Section 130.30.040 rather than TRPA Code Section 37.3. Under the County definition, the “height of a building” is determined by calculating the average finished grade of each building wall, and measuring the height between this average finished grade and the highest point of the building. Where a retaining wall supporting a drop in grade is within a five foot horizontal distance from the exterior wall, the height of the retaining wall shall be included in the building height. If each building wall has a different height, then the average height of all four walls is calculated to determine the actual building height.

The substitute building height standard uses the difference between a highest point of the building and the average elevation of the finished grade of each building wall. It is possible that the elevation of average finish grade could be higher than the elevation of low point of natural grade used under the TRPA calculation. As such, building heights calculated under the substitute standard could be less than the same structure measured using TRPA Code Section 37.3. Structures located on steep slopes would measure less height using the substitute standard than the TRPA Code method. However, to be approved for requested building heights over 26 feet, structures would still be required to meet applicable findings for additional height listed below.

Some or all of applicable TRPA findings (e.g., 1, 3, 4, 5, 7, 8, and 9) would be required to earn additional building height depending on the use and location of the proposed structure. The potential findings as described in Section 37.7 of the TRPA Code are as follows:

1. When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.
3. With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.
4. The function of the structure requires a greater maximum height than otherwise provided for in this chapter.
5. The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.
 - The horizontal distance from which the building is viewed;
 - The extent of screening; and
 - Proposed exterior colors and building materials.
7. The additional building height is the minimum necessary to feasibly implement the project and there are no feasible alternatives requiring less additional height.
8. The maximum building height at any corner of two exterior walls of the building is not greater than 90 percent of the maximum building height. The maximum height at the corner of two exterior walls is the difference between the point of lowest natural ground elevation along an exterior wall of the building, and point at which the corner of the same exterior wall meets the roof. This standard shall not apply to an architectural feature described as a prow.
9. When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

The Area Plan's development and design standards, and the required scenic quality findings of the TRPA Code of Ordinances, avoid and minimize potential impacts to scenic vistas by prohibiting buildings to protrude above the forest canopy or ridgeline, and by requiring site-specific design features that minimize visibility through screening, the use of earth tone colors and natural materials, and an architectural style that complements the Tahoe landscape.

Visual simulations were prepared for several Meyers US 50 viewpoints (viewpoints 2, 5 and 7) to analyze the potential impacts related to additional signage height and massing and the reduction in setback area for the Meyers Area Plan (See Appendix D). The signage study prepared for viewpoint 5 simulates potential signage under the substitute standards proposed in the Meyers Area Plan. As shown in the simulation, signage at 14 feet in height and sized from 48 to 75 square feet in area at the setback limits established in the Area Plan do not detract from the visual quality of the area, particularly considering that future signage colors and materials must complement the surrounding environment. Existing signage, both commercial and roadway signage, is more prevalent than the signage that would be allowed under the proposed Meyers Area Plan sign ordinance.

For non-residential structures, the Meyers Area Plan establishes a minimum front setback of 20 feet or 70 ft. from the centerline of US 50 and 35 ft. from the centerline of the Pat Lowe multi-use trail, whichever is less, no side setback, and a setback of 25 feet when residential uses are adjacent. For residential uses, the setbacks are 20 feet (front), 5 feet (side), and 15 feet (rear). TRPA Code Section 36.5.4 establishes a minimum setback of 20 feet along scenic corridors, and allows for a reduction in setback area if the reduction will not result in impacts to the scenic travel route rating. Massing simulations analyzing the reduced setback in relation to building size and view impacts show that the proposed allowances for sign placement and massing and structural massing would not interfere with scenic views along US 50. Even with reduced setbacks, scenic views are protected through the Meyers US 50 core because of the width of the Caltrans US 50 right of way. Ridgelines would remain visible even at viewpoint locations (e.g., viewpoint 2) in close proximity to structures that would utilize maximum building heights (e.g., 42 feet), and signage would not substantially interfere with foreground views (See Appendix D).

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

US 50 and SR 89 are designated state scenic highways as discussed in Question 1. Sierra juniper trees, representative of the area, are protected through Policies 2.1 and 2.2. (Ch. 4 Environmental Conservation) as well as the Design Standards. Other than the views of the ridgelines and Upper Truckee River, which would be maintained as the crossing would be located within the Meyers Recreation District and Upper Truckee River Corridor, the area does not contain other unique visual resources. As required by TRPA Code Chapter 37.7 findings and shown in the visual simulations prepared for US 50 (Appendix D), existing ridgeline views would not be affected by potential building height maximums, or massing. Therefore, the Project has a less than significant impact on state designated scenic highways.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

As discussed above in Question 1, the existing visual character of a majority of the Meyers Town Center consists of cluttered foreground views from urban development and traffic, signs, and other current features within the expansive US 50 right of way limit the visual experience on the roadway by distracting viewers from high quality mid-distant and long-distant views of nearby ridgelines and mountain peaks.

The Area Plan includes detailed design standards that are intended to ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life and promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors and includes the following:

- Projects shall include elements that screen from public view all external mechanical equipment, include refuse enclosures, electrical transformers pads/vaults, satellite disks, communication equipment, and utility hardware on roofs, buildings, or the ground;
- For all structures visible from the Scenic Threshold Travel Routes and from Public Recreation Area and Bicycle Trails identified in the 1993 Lake Tahoe Basin Scenic Resource Evaluation, subdued colors of earthtone ranges shall be used for the primary color of structures. Other colors may be acceptable for historic buildings as outlined in Guidelines Section C.3.f;
- Colors shall be within a range of natural colors that blend, rather than contrast, with the existing backdrop vegetation and soils color and earthtone colors shall be medium to dark;
- Exterior lighting shall not blink, flash, or change intensity;
- Parking lot, walkway, and building lights shall be directed downward and shall not exceed height limits established in Chapter 37 of the TRPA Code of Ordinances.
- Buildings shall provide adequate architectural articulation, shall avoid excessive ornamentation, and shall be inviting to pedestrians while reflecting the historic theme, such as through the use of covered front porches along building facades;
- Building materials should consist of wood and/or natural stone sidings and roofing material should consist of shingles, metal roofing, or fire-retardant shakes;
- Historic theme buildings should be beige to umber brown in color tones, mossy green or white, with roofing ranging from mossy green tones, brown, or black;
- Non-historic theme buildings should be beige to umber brown or mossy green as white is not appropriate for non-historic theme buildings;
- Accent colors should be used sparingly and limited to trim, window and door frames, shutters, railings, balusters, and planter boxes;
- Roofs, including mechanical equipment and skylights, shall be constructed of nonglare finishes and earth tone colors that minimize reflectivity.

As discussed in Question 1, potential Area Plan increases in signage height and massing would not substantially affect the character or visual quality of the area as illustrated in the visual simulations. The Area Plan requires additional measures for community incentive projects. These requirements include the provision of a landscaped area for public outdoor use equal to at least 10 percent of the project area or 800 square feet, and require the structure to be consistent with the Meyers Design Standards and Guidelines contributing to an improvement in the scenic quality rating.

The Area Plan allows for higher density residential uses to promote mixed use and walkable communities. The expected change in amount, distribution and type of development is not expected to have a significant impact on the visual character or quality of the area or its surroundings. The character and quality is expected to improve as a result of new development and redevelopment incorporating the proposed design standards discussed above. Further, changes to allowable structural height will not impact existing US 50 or SR 89 viewsheds as discussed in Question 1 (CEQA Checklist Ia).

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Consistent with existing conditions and continued implementation of the Meyers Community Plan, adoption of the Meyers Area Plan would allow for construction of new development and redevelopment projects. These projects would likely include new or modified sources of exterior lighting. However, the Area Plan lighting standards provide criteria for the range of lighting that is necessary to provide safety and security. The design standards for exterior lighting are designed to reduce light pollution, reduce the splay of light on adjoining parcels and adjacent residential uses. The Meyers Area Plan includes the following requirements:

- A. Exterior lights shall not blink, flash, or change intensity. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited.
- B. Exterior lighting shall not be attached to trees except for the holiday season (Thanksgiving through March 1 of the following year).
- C. Parking lot, walkway, and building lights shall be directed downward.
- D. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37 of the TRPA Code.
- E. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.
- F. The commercial operation of searchlights for advertising or any other purpose is prohibited.
- G. Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22 of the TRPA Code.

As previously discussed in Question 3 (CEQA Checklist Ic) and the exterior lighting discussion above, the Meyers Area Plan requires the use of a variety of natural-appearing material and colors that blend in with the natural setting and prohibits the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing to minimize reflectivity and glare. Therefore, glare or reflectivity from a project proposed under the Meyers Area Plan would not change compared to projects developed under the existing Community Plan, and will not adversely affect day or nighttime views in the area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5. Would the Project be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA 18a)

The Meyers Area Plan is visible from US 50 and SR 89, which are Caltrans Officially Designated State Scenic Highways, but is not visible from Lake Tahoe or Pioneer Trail.

US 50 is a federal highway and runs through the Meyers Area Plan from its southern border to its northern border. SR 89 runs through a portion of the eastern border of the Area Plan at the intersection of US 50 to a point between Cornelian Drive and Kaska Street. US 50 is designated by TRPA as an Urban Scenic Corridor. Urban Scenic Corridors are generally urbanized where man-made development is the dominant visual feature but development still blends with the natural environment (TRPA Code Chapter 66, Scenic Quality). Caltrans established SR 89 as an Officially Designated California State Scenic Highway from the Placer County line to the Alpine County line, which includes the portion of SR 89 within the Meyers Area Plan. US 50 is also an Officially Designated California State Scenic Highway from Placerville to the South Lake Tahoe city limit.

As discussed in Question 1, the Meyers Area Plan includes Scenic Roadway Travel Unit #36C – Meyers Area, and portions of Scenic Roadway Travel Units #37 – Echo Summit and #38 – Upper Truckee River. The 2015 Threshold Evaluation indicates the scenic individual scenic resources are in attainment for the scenic threshold for Roadway Units #37 and #38, but Roadway Unit #36C remains nonattainment as a result of poorly built structures despite recent improvements in the visual quality of the built environment; however, improvements have been achieved as a result of redevelopment and application of design standards on recent development that complements the natural environment. The Design Standards and Guidelines (Meyers Area Plan Attachment A) call for improvements to the architectural style of new or redeveloped buildings, using natural appearing building material, using natural colors, and incorporating landscaping treatment.

Numerous projects have been implemented in the Area Plan that have directly contributed towards scenic threshold gains. The 2006 Threshold Evaluation noted that the construction of the US Post Office, California Highway Patrol office and the Commercial Center adjacent to the USFS Visitor's Center improved the man-made feature score. More recently projects have included the California Conservation Corps campus and new commercial development constructed on the north side of US 50. Improvements in architectural quality of new and remodeled structures and increased landscaping have contributed to a transformation in many of these units. This improvement affects both travel route and scenic quality ratings.

As described in Question 3 (CEQA Checklist IC) above, the Meyers Area Plan continues to employ detailed design standards that ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life, promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors blend into the

natural surroundings, to reduce glare and reflectivity, and preserve views of ridgelines and meadows. Application of these standards for the development of new structures, in conjunction with site design standards to protect viewsheds and minimize impact on adjacent residential areas, is expected to improve the visual quality and character of the Meyers Area. This change in visual quality and character is not expected to adversely affect the scenic quality ratings for individual resources but would improve existing scenic conditions resulting in threshold gains in the non-attainment roadway travel unit found in the Meyers Area.

Thus, implementation of specific projects under the Meyers Area Plan will not result in adverse impacts on views from any state or federal highway, Pioneer Trail or from Lake Tahoe.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6. Would the Project be visible from any public recreation area or TRPA designated bicycle trail? (TRPA 18b)

A review of the 1993 Lake Tahoe Basin Scenic Resource Evaluation indicates that there are no identified scenic recreation points within the Area Plan boundary, but the Pat Lowe Memorial Bike Trail runs along both sides of US 50 from Pioneer Trail to SR 89. The Meyers area itself is visible from a number of areas used for recreation, such as Washoe Meadows State Park; however, these recreation areas are not identified as TRPA Scenic Recreation Areas. Visual impacts have the greatest potential to occur along the Pat Lowe Memorial Bike Trail as this feature runs through the Meyers Community Center District.

Proposed projects within the Area Plan are not likely to affect or degrade scenic views from the bike trail due to protective standards incorporated into the Area Plan to limit structural height. Signage and structural development have the potential to occur near the corridor, particularly with signage setbacks at 15 feet from the trail. These features would be visible along the trail, but are not anticipated to detract from the visual setting along the trail as illustrated in the visual simulations (Appendix D).

Projects resulting from implementation of the Meyers Area Plan would involve development and redevelopment consistent with the Area Plan's Design Standards and Guidelines and Chapter 66 (Scenic Quality) of the TRPA Code of Ordinances that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, implementation of specific projects under the Meyers Area Plan is not likely to result in impacts to views from any public recreation area or TRPA designated bicycle trails. All projects would comply with TRPA Code provisions and the Meyers Area Plan Design Standards and Guidelines, which would result in generally improved scenic conditions in the Meyers Area Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

7. Would the Project block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA 18c)

As discussed above in Questions 1 (CEQA Checklist 1a) and 6 (TRPA 18b) the project area includes scenic vistas visible from the public highway and is visible from public recreation areas (bike trail, Tahoe Paradise Golf Course, Lake Baron, Washoe Meadows State Park). Implementation of the Meyers Area

Plan would allow for construction of new development and redevelopment projects. These projects may include new structures and greater building mass visible in the foreground of existing scenic vistas, but is not expected to block or modify an existing scenic resource that would result in a significant impact. Furthermore, the scenic vistas are protected by TRPA Code Chapters 37 and 66, the TRPA Design Review Guidelines, and the SQIP. The bike trail and Tahoe Paradise Golf Course would be affected by development within the Meyers Community Center District; however, views from Washoe Meadows or Lake Baron toward the Area Plan would not be substantially affected as these areas are within or adjacent to the Meyers Recreation District and the Upper Truckee River Corridor, where development is limited and outside the Town Center and Industrial areas. Likewise, Tahoe Paradise Golf Course would not be substantially affected as it is located within the Meyers Recreation District and views of ridgelines would be in the opposite direction of development along the US 50 Corridor. The Area Plan includes protective measures to prohibit buildings from projecting above the forest canopy, ridgelines, or otherwise detract from the viewshed and the scenic quality findings of the TRPA Code of Ordinances must be made for any project granted additional height (see Question 1, CEQA Checklist 1a discussion). Moreover, as discussed in Question 3, CEQA Checklist 1c, projects are required to implement the Area Plan's design standards to ensure compatibility with the natural environment.

In addition, the Meyers Area Plan Design Standards and Guidelines include landscape improvements for specific areas including a landscape buffer along the Upper Truckee River, US 50 and SR 89. Other proposed improvements include a new pedestrian bridge over Echo Creek and at the Upper Truckee Bridge, as well as Upper Truckee River enhancements (erosion control/restoration activity). Such actions would improve views to and from the river and pedestrian areas.

Projects resulting from implementation of the Meyers Area Plan would involve development and redevelopment consistent with the Area Plan's Development and Design Standards and Chapter 66 (Scenic Quality) of the TRPA Code of Ordinances that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Signage and structures would be visible from the bike trail that parallels US 50; however, as shown in the visual simulations (Appendix D), impacts to overall scenic vistas would be less than significant and would not detract from the recreation experience along the urban trail corridor. Thus, implementation of specific projects under the Meyers Area Plan is not likely to result in obstructed views to and from recreation areas, bike trails, and public roadways.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

8. Would the Project be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA 18d)

Consistent with the Regional Plan, the Meyers Area Plan would allow for changes in the built environment through use of allocations authorized by the Regional Plan, and implementation of design standards and guidelines and Code provisions that would ultimately affect the form of new development and redevelopment. The Meyers Area Plan implements and is consistent with the provisions of the Regional Plan. The proposed Meyers Area Plan Design Standards and Guidelines are intended to guide development that would reflect the character of the area, protect viewsheds, and substantially improve the appearance of redevelopment projects. The Meyers Area Plan Design Standards and Guidelines would allow maximum sign size to be based off the distance from the centerline of US 50 rather than the distance from the property line to promote a more consistent sign appearance. They would also allow greater sign area (up to 75 sq. ft.) for signs that are greater than 100 ft. from the centerline of US 50. The

Design Standards and Guidelines also establish mandatory standards, instead of guidelines, for the protection of juniper trees, fences, outdoor storage area screening, highway landscape buffers, bear-proof trash facilities, and bicycle racks. In addition, new design guidelines would encourage shoulder improvements along US 50 and promote sustainable building design.

Maximum building heights (up to 42 feet) proposed for the Area Plan Town Center are less than the maximum building heights studied in the Regional Plan Update and allowed under Code Chapter 13. Each of the Mixed-Use Districts would cap building height at a maximum of 42 feet if appropriate findings are made, similar to what is currently allowed in the Community Plan. Height in the Industrial, Recreation and Conservation Districts would continue to be regulated pursuant to TRPA Code Chapter 37.4 and the maximum heights allowed thereunder.

While redevelopment is intended to and often results in improvement in the scenic quality of roadway travel routes, changes in the built environment could have undesirable consequences on scenic quality if they adversely affect views or vistas, damage or remove scenic resources, or result in development that is incompatible with the scenic values of the Region. Potential scenic impacts from development and redevelopment activities in the Tahoe Region are currently mitigated through environmental review and compliance with TRPA regulations. With adoption of the Meyers Area Plan, the existing scenic thresholds and scenic review process and required scenic findings would remain in place for the Town Center Districts.

Height: Pursuant to the Chapter 13 of the TRPA Code of Ordinances, the Meyers Area Plan incorporates a limited version of the height standards permitted in Table 13.5.3-1: Minimum Development Standards for Area Plans (TRPA Code, page 13-3). Table 13.5.3-1 permits up to a maximum of 56' (4-stories) in areas designated as Town Centers. The Meyers Area Plan boundary encompasses lands designated as a Town Center on TRPA's Conceptual Land Use Map (TRPA 2012d). The Meyers Area Plan proposes to limit heights within the Town Center (Meyers Community Center District) to 42 feet and only if the development can make the appropriate findings for the proposed use in TRPA Code Section 37.7, to protect scenic resources and the visual character and quality of the area. These approval requirements and existing scenic quality ordinances would protect views of the natural-appearing landscapes and unique natural features as viewed from adopted scenic corridors and recreation areas, provide a regulatory mechanism to ensure that allowances for increased height would be approved only in conjunction with limitations and design standards consistent with the TRPA Regional Plan and Meyers Area Plan, and not interfere with attainment of scenic threshold, and thus this evaluation concludes no impact when implementing the height standards.

Under existing conditions, projects within the Meyers Area are subject to the existing Design Standards and Guidelines. Implementation of the Meyers Area Plan would update these design standards and guidelines for all areas within the Meyers Area Plan boundary. The proposed design standards provide increased specificity and visioning for scenic improvements and maintenance of the community character.

Design Standards: The Meyers Area Plan Design Standards and Guidelines modify the existing Standards and Guidelines, by moving some elements from the guidelines into the required standards, including protection of Sierra juniper trees; fencing, screening of outdoor storage areas; highway landscape buffers; bear-proof trash facilities; and bicycle racks. These features were consequently made mandatory for all projects. Design Standards under the Meyers Area Plan include site design and planning, building design standards, landscape standards, exterior lighting standards, water conservation standards, and substitute sign standards. Except for the sign standards and setbacks, the standards are equally or more stringent than the existing standards.

Bulk, Setbacks and Architectural Treatment: The design standards for bulk, setbacks and architectural treatment are established in the Meyers Area Plan Design Standards and Guidelines as well as the Meyers Area Plan. The Meyers Area Plan establishes Development Standards in Table 2-2, and include height limits, density limits, setbacks for residential and non-residential structures, and maximum transferred land coverage. Setbacks for non-residential structures allow the following: front is 20 feet (which can be reduced in the Community Center zoning district if greater than 70 ft. from the centerline of US 50 and 35 ft. from the centerline of the Pat Lowe Multi-use Trail), side is 0 feet, rear is 10 feet for the Industrial District, otherwise 0 feet, and uses adjacent to residential is 25 feet, except for the Upper Truckee River Corridor, which does not permit new residential development. Setbacks for residential structures allow the following: front is 20 feet, side is 5 feet, and rear is 15 feet. The existing Meyers Community Plan did not establish setbacks different from TRPA Code. The TRPA Code establishes minimum setbacks of 20 feet from scenic roadway right-of-way, but allows for reduced setbacks with review and approval if no impacts to the scenic roadway rating are anticipated. The proposed setbacks are not expected to result in impacts to the scenic values or the visual character of the area due to the exceptionally wide US 50 right-of-way, which provides a significant buffer between travel routes and potential structures. (See also visual simulations in Appendix D). The proposed architectural (building design) standards reflect the existing standards and guidelines established in the existing Meyers Community Plan. These standards include screening requirements, roof color and finish requirements, and structural color and material requirements. These standards serve to blend structures into the existing surroundings to reduce roadside distraction from built features. Thus, this evaluation concludes that the setback and architectural standards would not result in any significant impact on the scenic resources or result in development incompatible with the visual character and quality of the Plan Area and surrounding land uses.

Exterior Lighting: The Meyers Area Plan does not propose substantial changes to the existing Design Standards, and proposes to incorporate increased protections against misdirected or excessive lighting, as discussed in detail in Question 4. Provisions include limits on the use of seasonal lighting to November 26 through March 1. The standards would continue to restrict up-lighting of landscape and architectural features and limit lighting to that necessary for safety in pedestrian-oriented environments. Lighting requirements include shielding to reduce light pollution. Thus, this evaluation concludes that incorporation of the protective measures to reduce misdirected light or excessive lighting would be equal to TRPA's Regional Plan and Code standards and would not result in any significant impact on scenic resources, or result in impacts to nighttime views, create new illumination that would impact surrounding uses, or cast light offsite or on public lands, or create incompatible development that would impact the visual character or quality of the Area Plan and surrounding land uses.

Landscaping: The Meyers Area Plan proposes to augment the landscape design standards to include new standards that are intended to enhance the area and create an inviting environment for pedestrians by unifying the streetscape, public plazas and architectural features with landscaping. Provisions include the addition of Sierra Juniper Tree protection as a standard instead of a guideline to maintain existing junipers. The Standards also include highway landscape buffers to increase landscape buffer areas along US 50 and SR 89 and these buffers shall be installed along property frontage. Specific Highway Landscape Buffer treatments are proposed for East Meyers, Central and West Meyers, and the Industrial Tract and consist primarily of new and existing deciduous and evergreen trees and shrubs, as well as native vegetation. The Landscaping Plan requires the use of plant species on the TRPA Recommended Native and Adaptive Plant List and limits the uses of plants not on TRPA's Recommended Plant List to accent plants within developed areas such as flowerbeds, borders, entryways, and similar locations. This evaluation concludes that the adoption and implementation of the landscape design standards to unify the natural and the built environment will further enhance and improve the overall visual character and quality of the area and will result in beneficial impacts on the resources of the Region including but not limited to scenic and community design.

Signage: To coordinate the type, placement and scale of signs within the Meyers Area and to recognize the commercial communication requirements of commercial and tourist uses, and to improve the visual quality of the Meyers Area, amendments to the existing substitute sign ordinances of the Meyers Community Plan are proposed. Proposal to modify the existing substitute sign standards includes the following:

- Replaces El Dorado County Ordinance Code Chapter 130 and TRPA Code of Ordinance, Chapter 38 for: commercial directories, kiosks, and internally facing signs (amends section 38.4), prohibition of reflective materials (amends Section 38.4.7), and temporary winter signs (replaces subsection 38.4.12), maximum allowable building sign height (amends subsection 38.8.1 A), transfer of certain building sign area (amends subsection 38.8.1 B), replacement of existing non-conforming signs (amends subsection 38.12.3), freestanding sign height (amends Table 38.8.2- 2 of subsection 38.8.2.D), additional height for freestanding signs (replaces Section 38.8.2.F), freestanding sign location (amends subsection 38.8.2.E), off-premises signs, and freestanding sign area (replaces subsection 38.8.2.C).
- Commercial directories, kiosks, and internally facing signs: Does not count informational signage or signage facing an internal courtyard or parking area towards a project area's total allowable sign area if not visible from US 50 or SR 89.
- Prohibition of reflective materials: Prohibits use of reflective materials on any part of a sign or sign structure (copper, brushed aluminum and gold leafing are not considered reflective).
- Freestanding sign height: Changes the approach to determining maximum freestanding sign height for properties adjacent to US 50 in the Community Center district from a distance from property boundary approach to a distance from the centerline of US 50.
- Freestanding sign location: Requires freestanding signs to be at least 50 feet from the centerline of US 50 and at least 15 feet from the Pat Lowe Multi-use trail centerline and allows freestanding signs to be within one foot of the property line when adjacent to US 50 right-of-way.
- Off-premises signs: Allows off-premises signs for project areas adjacent to US 50 right-of-way if the right-of-way owner provides written authorization to the property owner, and if any existing signs on the property are removed or moved to the right-of-way. These signs are not allowed within 15 feet of the centerline of the Pat Lowe multi-use trail and within 40 feet of the centerline of US 50.
- Freestanding sign area: Increases freestanding sign area to a maximum of 50 square feet from 48 square feet to make it consistent with limits in the rest of the County for signs within 100 feet of the US 50 right-of-way and a maximum of 75 square feet for signs greater than 100 feet from the US 50 centerline.
- Provides for a Meyers Gateway entry sign.
- Reduces directional signage within the public right-of-way to the absolute minimum necessary.
- Establishes design standards, materials standards, siting standards, and other visual standards for freestanding and building signs, generally limiting materials to those representative of natural, historical or recreational themes.

- Provides for external, directional lighting of signs.
- Encourages coordinated sign plans for multi-tenant complexes.

It's the policy of the TRPA, in cooperation with local jurisdictions to ensure that signage is compatible with the natural, scenic and recreational values of the region. This is accomplished through the Community Design Sub-element of the Regional Plan, which established policies relating to the built environment.

The policy is implemented through the regulation of regional outdoor advertising to ensure that commercial communication in all sectors of the community are compatible with the natural, scenic and recreational values of the Region. The regulations concerning signing are established in Chapter 38 of the TRPA Code. The purpose of this chapter is to promote and protect the public health, welfare and safety of the general public, protect property values, create a more attractive economic and business climate, enhance the aesthetic appearance of the physical community, preserve scenic and natural beauty and provide an enjoyable pleasing community.

The provisions of Chapter 38 (Signs) apply Region wide, with the exception where the standards are replaced by equal or superior substitute sign standards. Policies in the TRPA Region Plan and regulations in Chapter 13 of the TRPA Code allow local governments to adopt alternative sign standards that respond to local conditions and desires if it can be demonstrated that the standards will minimize and mitigate scenic impacts and move toward attainment of the adopted scenic thresholds. The use of alternative or substitute standards has been used extensively in the Region including the current existing substitute sign standards that apply to the Meyers Community Plan.

Improvements to the Region's signage have long been considered a key feature in creating desirable commercial districts and attaining threshold standards. Since adoption of the Meyers Community Plan, scenic roadway threshold scores have improved mainly as the result of improving the built environment, which includes bringing signs into conformance with the adopted standards.

The intent of the modifications proposed in the Area Plan substitute standards is to provide greater clarity to the sign ordinances, establish uniform sign height and setback rules for property owners that are impacted by exceptionally wide right-of-way or snow storage operations, and to create more consistent sign placement and sizing. As a group, these amendments are not expected to have a significant impact on the scenic or community design thresholds and would likely result in improvements and progress towards threshold attainment.

Thus, this evaluation concludes that amendments to the sign standards would not result in any significant impact on scenic resources, or result in increased visual clutter, or create incompatible development that would impact the visual character or quality of the Plan Area and surrounding land uses. Any projects resulting from implementation of the Meyers Area Plan would involve development or redevelopment consistent the existing and proposed Guidelines of the Meyers Area Plan that would guide improvements of the human-made environment toward more scenic mixed-use areas with improved designs, signage, compatible architecture, and appropriate colors and textures. Thus, implementation of specific projects under the design standards is expected to result in generally improved scenic conditions in the Meyers Area Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The SQIP addresses the segment of US 50 between Apache/Santa Fe and SR 89. The SQIP calls for intermittent center landscape medians, curb and gutter planting beds, drainage, turn pockets, and stacking spaces which would enhance the roadway landscaping in the area and improve traffic within Roadway Unit 36C. This segment is out of attainment and designated as a restoration area by the SQIP. The SQIP promotes restoration of disturbed areas and requires that visual quality ratings be maintained and that non-attainment areas improve. Therefore, development that degrades this rating constitutes a significant impact.

The evaluation presented above for Questions 1 through 7 (CEQA Checklist 1a through 1d) concludes that while implementation of the Meyers Area Plan would allow for construction of new development and redevelopment projects and result in visibility of built features, it does not rise to a level of significant when the design standards and protective measures of the Area Plan are implemented. Furthermore, the roadway segments located within the Area Plan are designated by TRPA as an Urban Scenic Corridor, which recognizes that development can be the dominant visual features provided that the development complements the natural environment.

Due to the fact that this segment of US 50 is in non-attainment and identified in the SQIP, the planning recommendations for improving the scenic quality in the roadway segments are required as appropriate during project review by the TRPA Code of Ordinances (Section 36.4, Scenic Quality Improvement Program). Landscape improvements included in the Meyers Area Plan Design Standards (Section B.1.b.g) would refine and support the SQIP.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

10. Would the Project include new or modified sources of exterior lighting? (TRPA 7a)

See discussion and analysis for Question 4, which concludes no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

11. Would the Project create new illumination, which is more substantial than other lighting, if any, within the surrounding area? (TRPA 7b)

See discussions and analysis and for Question 4, which concludes no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

12. Would the Project cause light from exterior sources to be cast off-site or onto public lands? (TRPA 7c)

See discussions and analysis for Question 4, which concludes no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

13. Would the Project create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA 7d)

See discussion and analysis for Question 4, which concludes no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.4 Agriculture and Forestry Resources

This section presents the analyses for potential impacts to agriculture and forestry resources. Some TRPA checklist items concern impacts to vegetation, which are addressed in Section 6.4.6, Biological Resources. Table 7 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 7: Agriculture and Forestry Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
14. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to a non-agricultural use? (CEQA IIa)				X
15. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)				X
16. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)			X	
17. Result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId)			X	
18. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (CEQA IIe)			X	

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

The Meyers Area Plan boundary includes the US 50 corridor which is mostly developed and adjacent recreation and conservation lands and is not located in an area identified as 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, and therefore poses no impact to such lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The Meyers Area Plan creates no conflicts with zoning for agricultural use or a Williamson Act contract because no contracts exist within the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Public Resources Code section 12220(g) defines forest land as, “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” Areas that fall under this category are identified in the Meyers Area Plan as “Meyers Recreation District” and “Upper Truckee River Corridor District”. These areas would continue to support recreation activities and low-impact uses, and would not allow substantial urban development. Goal 7 of the Environmental Conservation Element proposes to “manage the Upper Truckee River Corridor District primarily for natural resource values including watershed and floodplain functions, and as a wildlife habitat corridor.” The Plan proposes to conditionally allow employee housing, animal husbandry, childcare facilities, local assembly, local health and safety, public utilities, cultural facilities, and linear facilities; however these uses would be subject to a conditional use permit and review and are not incompatible with forest land. The area is not currently identified as a commercial timber harvest zone. The Meyers Area Plan conflicts with no zoning of and causes no rezoning of forest land, timberland or timberland zoned Timberland Production.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

17. Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (CEQA II d)

The loss of substantial forest land, defined above for Question 16, or conversion of forest land to non-forest use creates a significant impact if appropriate permits are not obtained.

See discussion and analysis for Question 16, which concludes no significant impacts to forest land are anticipated with implementation of the Meyers Area Plan.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 15, 16 and 17, which conclude no impacts to farmland and less than significant impacts to forest land.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

6.4.5 Air Quality

This section presents the analyses for potential impacts to air quality. Table 8 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 8: Air Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
19. Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)				X
20. Violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb)		X		
21. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors? (CEQA IIIc)		X		
22. Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIId)			X	
23. Create objectionable odors affecting a substantial number of people? (CEQA IIIE)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
24. Substantial air pollutant emissions? (TRPA 2a)				X
25. Deterioration of ambient (existing) air quality? (TRPA 2b)				X
26. Creation of objectionable odors? (TRPA 2c)				X

27. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)				X
28. Increased use of diesel fuel? (TRPA 2e)				X

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

The Meyers Area Plan would not alter, revise, conflict or obstruct the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Meyers Area Plan would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances. Chapter 65 includes standards that apply to mobile and direct sources of air pollution in the Tahoe Region, including certain motor vehicles registered in the region (vehicle inspection and maintenance program), combustion appliances and heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

TRPA's 2017 Regional Transportation Plan: Linking Tahoe (RTP) includes an analysis of its conformity with the California State Implementation Plan to ensure that the RTP remains consistent with State and local air quality planning work to achieve and/or maintain the national ambient air quality standards (NAAQS). The Meyers Area Plan does not propose substantial changes to land use assumptions included in the RTP and therefore would not change the conformity determination by state regulators.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

20. Would the Project violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb)

The Meyers Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Meyers Area Plan would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The baseline air quality conditions for Meyers are in attainment with the NAAQS and are in attainment with California ambient air quality standards (CAAQS) except for ozone and PM10 standards. The Lake Tahoe Region is in attainment or designated as unclassified for all NAAQS and is designated a nonattainment/transitional area for ozone and nonattainment for the PM10 CAAQS. As with potential new development under the Meyers Community Plan, implementation of subsequent projects under the Meyers Area Plan has the potential to produce substantial air pollutant emissions during project construction and operation, as discussed below.

Short-Term Construction Emissions

Subsequent re/development projects that could occur under the Meyers Area Plan would involve construction and construction emissions. Construction emissions are described as short-term or temporary in duration. Reactive Organic Gases (ROG), Carbon Monoxide (CO) and Nitrogen Oxides (NOx) (ozone precursors) emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM10 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage or disturbance area, and vehicle travel by construction vehicles on- and off-site.

Although the details of projects are not known at this time, implementation of subsequent projects under the Meyers Area Plan would involve construction that would result in the temporary generation of ozone precursor and fugitive dust emissions from site preparation; off-road equipment, material import/export, worker commute exhaust emissions; paving; and other miscellaneous activities. Typical construction equipment associated with re/development projects includes dozers, graders, excavators, loaders, and trucks. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The specific construction-related requirements associated with future development are not known at this time. As a result, no modeling of potential construction emissions was performed. However, future development would be anticipated to result in an increase in short-term construction-generated emissions. Depending on the activities conducted, emissions associated with individual construction projects may exceed the El Dorado County Air Quality Management District's (EDCAQMD) significance thresholds.

As part of the TRPA RPU mitigation to reduce construction-generated emissions, TRPA recently (November 20, 2013) adopted additional best construction practices policies. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 15 minutes in Nevada and 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) includes new construction provisions that call for the use of existing power sources (e.g. power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible.

The Meyers Area Plan supports enhanced street sweeping consistent with El Dorado County's pollutant load reduction strategies, to reduce sources of roadway dust. Project-specific mitigation incorporates the Fugitive Dust Mitigation Measures found in Tables C.4 and C.5 of the El Dorado County Air Quality Management District CEQA Guide, which includes: maintaining soil moisture levels/watering; dust suppression/stabilizers on exposed surfaces, unpaved roads, and storage piles; and other actions.

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if they exceed those thresholds, shall incorporate emission-reduction measures sufficient to reduce potentially significant short-term air quality impacts to a less-than-significant level. In addition to compliance with El Dorado County Air Quality Management District-recommended measures and TRPA Code of Ordinance requirements to reduce construction-related emissions (emissions from construction vehicles, off-road equipment, and fugitive

dust), mitigating measures shall be implemented for discretionary projects exceeding thresholds of significance. Examples of such measures may include, but are not necessarily limited to, the following:

- Use of low- or zero-emission construction equipment and use of existing electrical power, to the extent locally available;
- Use of low- or zero-VOC content architectural coatings, and prefinished/painted building materials, to the extent locally available; and
- Increased diversion of demolition and construction-generated waste for recycling/reuse, to the extent feasible.

Long-Term Operational Emissions

Subsequent re/development projects within the Meyers Area Plan could affect regional air quality and create localized exposure to CO emissions.

Consistent with the TRPA Regional Plan and the El Dorado County General Plan, the Area Plan limits growth in a way that improves traffic flow and mobility of residents and visitors to Meyers, and reduces localized traffic congestion and related CO concentrations. Although the Area Plan adds multi-family residential as a permitted use and tourist accommodation to allow low-density bed and breakfast or hotel/motel units to the Town Center portion of the Upper Truckee Residential/Tourist District, these modifications primarily address the presence of existing uses and goals outlined in the Tahoe Regional Plan. The changes will not substantially increase the potential for traffic associated with higher densities, particularly due to constraints from small lots preventing the construction of high density residential dwellings on most of the parcels in the Upper Truckee Residential/Tourist District. In addition, multi-family residential units constructed in this District would require the transfer of development commodities from other locations. In the Meyers Town Center and Upper Truckee Residential/Tourist Districts, transfers could moderately increase density associated with multi-family residential units near transit and active transportation facilities, but would not increase the overall potential for residential growth in the Meyers area. The TRPA RPU Draft EIR (Transportation Appendix E, pages E.7-8 through E.7-10) analyzed a maximum of 120 residential development transfers to the Meyers Town Center. The majority of the Upper Truckee Residential/Tourist District lots are sized to accommodate a single-family residence or duplex (e.g., lots average 8,000 square feet) and many of these lots have very low land coverage allowances (e.g., 1-11%), and most that were quantified had IPES scores ranging from 594 to 954.

The Upper Truckee Residential/Tourist District consists of approximately 81 parcels, 32 of which are currently developed with single-family and multi-family dwellings. Of the 49 undeveloped parcels, only 9 are privately owned. The remaining 40 parcels are federal or state-owned and not available for residential development. The 9 developable parcels total approximately 1.68 acres, and based on their combined parcel size could accommodate no more than 25 multi-family residential units if constructed to the maximum District density of 15 units per acre. The total of new potential residential units (equal to 25 new residential units without redevelopment of existing properties) under this scenario would result in much fewer than the 120 residential units predicted for transfer to the Meyers Area Plan in the TRPA RPU EIS (Appendix E, page E.7-10). Additional residential development could occur within the mixed use Commercial District of the Meyers Area Plan Town Center. However, if residential units were constructed in the Town Center, a reduction in commercial development must occur to make room for the residential units. As such, it is unlikely that 120 additional residential units, which was analyzed in the TRPA EIS RPU, would be constructed as a result of the Meyers Area Plan adoption.

The increase in vehicle trips (Community Plan versus Area Plan) from higher intensity commercial and tourist land uses and additional residential units discussed above is estimated to be approximately 1,180 daily vehicle trips (see Appendix G, LSC Transportation Consultants, 2017). These additional vehicle trips would be consistent with the trip generation increase estimated in the RPU EIS, which estimated between 840 to 1,440 trips, and would be based on the transfer of residential units and their removal from other developable locations within the Region. Although the Meyers Area Plan may increase trip generation compared to development assumptions for the Community Plan, it does not increase the Meyers area vehicle trip generation over what was estimated for Regional Plan build-out by the TRPA in the RPU EIS.

With respect to other regional criteria air pollutants (ozone precursors, PM_{10} , and $PM_{2.5}$), consistent with the TRPA Regional Plan, subsequent projects that may occur under the Meyers Area Plan may include re/development projects that could generate long-term operational emissions, including mobile and area source emissions.

Long-term operational emissions for the Meyers Community Plan, Meyers Area Plan, and the 2012 Regional Plan Update were calculated using the CalEEMod computer model, version 2016.3.1 based on vehicle trip generation rates for the Area Plan, including reductions for internal trips, non-auto trips, and pass-by trips (see Appendix E, Ambient, 2017). Emissions modeling includes energy and transportation-related emissions reduction measures as currently required by TRPA Code of Ordinances, such as the installation of low-flow water devices (e.g., toilets, showerheads, faucets and appliances). Trip-generation rates for the 2012 Regional Plan Update land uses were assumed to be equivalent to those identified for the Area Plan.

Maximum daily operational emissions for the Meyers Area Plan land uses as compared to the Meyers Community Plan land uses and 2012 Regional Plan Update land uses are summarized in Table 9, along with a comparative summary of total maximum daily emissions associated with these plans.

Table 9: Daily Operational Emissions of Criteria Air Pollutants						
Source	Daily Emissions (lbs/day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Community Plan						
Summer Conditions						
Area ¹	83.3	1.5	96.6	0.2	13.0	13.0
Energy Use	0.2	2.0	1.6	0.0	0.2	0.2
Mobile ²	4.3	9.6	34.9	0.1	17.3	4.7
<i>Total³</i>	<i>87.8</i>	<i>13.1</i>	<i>133.1</i>	<i>0.3</i>	<i>30.4</i>	<i>17.8</i>
Winter Conditions						
Area ¹	83.3	1.5	96.6	0.2	13.0	13.0
Energy Use	0.2	2.0	1.6	0.0	0.2	0.2
Mobile ²	3.2	10.2	34.4	0.1	17.3	4.7
<i>Total³</i>	<i>86.7</i>	<i>13.7</i>	<i>132.6</i>	<i>0.3</i>	<i>30.4</i>	<i>17.8</i>

Table 9: Daily Operational Emissions of Criteria Air Pollutants

Source	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2012 Regional Plan Update						
Summer Conditions						
Area ¹	237.5	4.4	281.9	0.5	37.9	37.9
Energy Use	0.5	4.1	3.3	0.0	0.3	0.3
Mobile ²	9.5	21.3	75.9	0.3	37.2	10.0
<i>Total³</i>	<i>247.4</i>	<i>29.8</i>	<i>361.1</i>	<i>0.8</i>	<i>75.5</i>	<i>48.3</i>
Winter Conditions						
Area ¹	237.5	4.4	281.9	0.5	37.9	37.9
Energy Use	0.5	4.	3.3	0.0	0.3	0.3
Mobile ²	7.0	22.5	75.2	0.3	37.2	10.0
<i>Total³</i>	<i>245.0</i>	<i>31.0</i>	<i>360.4</i>	<i>0.8</i>	<i>75.5</i>	<i>48.3</i>
Area Plan						
Summer Conditions						
Area ¹	139.0	2.6	165.6	0.3	22.3	22.3
Energy Use	0.3	2.3	1.8	<0.1	0.2	0.2
Mobile ²	5.7	12.9	45.9	0.2	22.6	6.1
<i>Total³</i>	<i>145.0</i>	<i>17.8</i>	<i>213.4</i>	<i>0.5</i>	<i>45.0</i>	<i>28.6</i>
Winter Conditions						
Area ¹	139.0	2.6	165.6	0.3	22.3	22.3
Energy Use	0.3	2.3	1.8	<0.1	0.2	0.2
Mobile ²	4.2	13.6	45.5	0.2	22.6	6.1
<i>Total³</i>	<i>143.5</i>	<i>18.5</i>	<i>212.9</i>	<i>0.5</i>	<i>45.0</i>	<i>28.6</i>
EDCAQMD Significance Thresholds ⁴	82	82				
<i>Change – Area Plan Compared to Community Plan</i>	<i>57.2</i>	<i>4.8</i>	<i>80.3</i>	<i>0.2</i>	<i>14.6</i>	<i>10.8</i>
<i>Change – Area Plan Compared to Regional Plan Update</i>	<i>-102.4</i>	<i>-12.4</i>	<i>-147.7</i>	<i>-0.3</i>	<i>-30.5</i>	<i>-19.7</i>
Source: Ambient, 2017						
Emissions Modeling Assumptions:						
1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units meeting current emission standards for new devices.						
2. Trip generation rates were assumed to be equivalent to AP land uses.						
3. Totals may not sum due to rounding.						
4. EDCAQMD-recommended significance thresholds apply to individual development projects and are included for informational purposes.						
Acronyms: Reactive Organic Gases (ROG), Nitrogen Oxides (NO _x), Carbon Monoxide (CO), Sulfur Dioxide (SO ₂), Particulate Matter (PM).						
PM10 is particulate matter 10 micrometers or less in diameter. PM2.5 is particulate matter 2.5 micrometers or less in diameter.						

As depicted in Table 9, a majority of the long-term operational emissions would be associated with area sources, predominantly the use of wood-burning fireplaces and stoves, followed by mobile sources.

Seasonal variations of operational emissions are due to varying emission rates for on-road vehicles and the use of wood-burning stoves and landscape equipment. It is important to note that EDCAQMD's recommended thresholds of significance were established for individual development projects. The thresholds do not apply to cumulative development or multiple projects but have been included for informational purposes. Furthermore, actual emissions associated with future development will vary, depending on project-specific design, site conditions, and building techniques. Increased emissions of criteria air pollutants and ozone precursors associated with future development could potentially exceed EDCAQMD's significance thresholds. Emissions increases associated with future development may also conflict with regional air quality planning efforts for the attainment and maintenance of ambient air quality standards.

In comparison to Community Plan land uses, the proposed Area Plan would result in overall increases in emissions from these sources. In comparison to conceptual land use and design standards studied for Town Centers in the 2012 RPU, the Area Plan would result in overall decreases in anticipated emissions. Much of the Area Plan's increase (approximately 40%) in mobile emissions from vehicle trips when compared to the Community Plan can be attributed to construction and operation of a potential County recreation community center at the southwest corner of the US 50/SR 89 intersection. Without that assumption, the difference in mobile emissions would be substantially less. Also, it is important to note, that the emissions model does not reflect potential reductions in VMT related emissions commonly associated with mixed-use infill development. As a result, the estimated mobile-source emissions identified for the Area Plan build-out are likely conservative since much of the anticipated Meyers Area Plan development would be mixed-use infill and located in the Town Center.

Maximum annual operational emissions for the Meyers Community Plan land uses, the 2012 Regional Plan Update, and the Meyers Area Plan land uses are summarized in Table 10, along with a comparative summary of annual emissions. Consistent with the estimated daily emissions, the proposed Area Plan would result in overall increases in emissions as compared to the Community Plan and overall decreases in emissions when compared to the Regional Plan Update. This estimated increase from the Community Plan, however, does not reflect potential reductions in VMT related emissions associated with mixed-use infill development since the model does not account for these benefits. As mentioned above, emissions calculated for the Area Plan would be less than emissions for land uses and design standards (e.g., height limits and densities) disclosed for the Meyers Town Center in the 2012 RPU EIS.

Table 10: Annual Operational Emissions of Criteria Air Pollutants						
Source	Annual Emissions (tons/year)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Community Plan						
Area ¹	4.6	0.1	4.3	<0.1	0.5	0.5
Energy Use	<0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile ²	0.4	1.2	4.2	<0.1	2.1	0.6
<i>Total³</i>	<i>5.0</i>	<i>1.7</i>	<i>8.8</i>	<i><0.1</i>	<i>2.7</i>	<i>1.1</i>
2012 Regional Plan Update						
Area ¹	12.4	0.2	12.5	<0.1	1.6	1.6
Energy Use	0.1	0.8	0.6	<0.1	0.1	0.1
Mobile ²	1.0	2.9	9.6	<0.1	4.8	1.3
<i>Total³</i>	<i>13.4</i>	<i>3.8</i>	<i>22.8</i>	<i>0.1</i>	<i>6.5</i>	<i>2.9</i>

Table 10: Annual Operational Emissions of Criteria Air Pollutants

Source	Annual Emissions (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Plan						
Area ¹	7.2	0.1	7.4	<0.1	0.9	0.9
Energy Use	0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile ²	0.6	1.8	5.9	<0.1	2.9	0.8
<i>Total³</i>	<i>7.8</i>	<i>2.3</i>	<i>13.6</i>	<i><0.1</i>	<i>3.9</i>	<i>1.7</i>
<i>Change - Area Plan Compared to Community Plan</i>	<i>2.8</i>	<i>0.6</i>	<i>4.8</i>	<i><0.1</i>	<i>1.2</i>	<i>0.6</i>
<i>Change - Area Plan Compared to Regional Plan</i>	<i>-5.6</i>	<i>-1.5</i>	<i>-9.2</i>	<i>-0.1</i>	<i>-2.6</i>	<i>-1.2</i>

Source: Ambient, 2017

Emissions Modeling Assumptions:

1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units.
2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2017)
3. Totals may not sum due to rounding.

The TRPA Code of Ordinances includes various requirements that would reduce short-term construction and long-term operational emissions. Likewise, EDCAQMD permits require implementation of measures to reduce fugitive dust and other pollutants. For project's that are subject to CEQA review and determined to have a potentially significant impact, the EDCAQMD has identified recommended measures to reduce short-term air quality impacts associated with future development projects. Compliance with TRPA and EDCAQMD rules and regulations regarding air emissions would reduce impacts associated with potential Area Plan development to a less than significant level. Standard TRPA and EDCAQMD measures address emissions related to the following: vehicle idling, wood-burning stoves, landscaping, energy efficient design and fixtures, bicycling, ridesharing and alternative transportation, waste reduction and debris burning, water efficiency, and implementation of the Area Plan mixed-use land uses, land use densities and infill, and pedestrian, bicycle, and transit improvements. In addition to the recommended regulatory agency measures, implementation of the Area Plan Design Standards related to sustainable design and energy efficient lighting and landscaping would further reduce potential emissions from Area Plan implementation.

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if project air emissions exceed standards, shall be required to incorporate emission-reduction measures sufficient to reduce potentially significant short-term and long-term air quality impacts to a less-than-significant level.

Implementation measures included in mitigation measure AQ-1, or equally effective measures would ensure that future Area Plan projects comply with applicable emission standards and would eliminate potentially significant impacts associated with future development projects. It is also important to note that some of the measures identified in mitigation measure AQ-1 are included in the Area Plan Design Standards, as well as the TRPA Code of Ordinances. Because they are included in the Area Plan or TRPA Code of Ordinances, these measures would be included in any discretionary Area Plan development project approval to reduce long-term operational emissions associated with future development, including emissions from mobile sources, area sources, energy use, water use and conveyance, and waste generation.

Mitigated long-term operational emissions of criteria air pollutants for daily and annual operational conditions are quantified in Table 11, assuming the incorporation of measures that would promote alternative modes of transportation and increased pedestrian access, as well as decreased emissions associated with wood-burning hearth devices. Actual emissions would vary depending on the specific measures implemented. Implementation of other short-term and long-term emission-reduction measures would also help to reduce GHG emissions.

Table 11: Maximum Operational Emissions of Criteria Air Pollutants with Regulatory Compliance						
Source	Daily Emissions (lbs/day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area ¹	10.6	1.3	7.5	<0.1	0.1	0.1
Energy Use	0.3	2.3	1.8	<0.1	0.2	0.2
Mobile ²	5.7	13.5	45.2	0.2	22.1	6.0
<i>Total</i> ³	<i>16.6</i>	<i>17.1</i>	<i>54.5</i>	<i>0.2</i>	<i>22.4</i>	<i>6.3</i>
EDCAQMD Significance Thresholds ⁴	82	82				
Source	Annual Emissions (tons/year)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area ¹	1.9	0.1	0.9	<0.1	<0.1	<0.1
Energy Use	0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile ²	0.6	1.7	5.8	<0.1	2.9	0.8
<i>Total</i> ³	<i>2.5</i>	<i>2.2</i>	<i>7.0</i>	<i><0.1</i>	<i>2.9</i>	<i>0.8</i>
Source: Ambient, 2017						
Emissions Modeling Assumptions:						
1. Assumes no wood-burning hearth devices (e.g., fireplaces and stoves) in residential units.						
2. Includes reductions for promotion of alternative modes of transportation, including measures to improve pedestrian networks.						
3. Totals may not sum due to rounding.						
4. EDCAQMD-recommended significance thresholds apply to individual development projects and are included for informational purposes.						

It is also important to note the 2012 RPU EIS, 2012 RTP EIR/EIS, and 2017 RTP IS/IEC conclude emissions of ozone precursors (e.g., CO) in the Region would be expected to decrease substantially by 2035. This is due to the fact that vehicle emissions standards will be improved substantially over the next 20 years, and limited development could occur within the Lake Tahoe Region. Any additional population growth and associated increase in operational ozone precursor emissions in the Region would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33).

Emissions of PM₁₀ and PM_{2.5} were projected to increase slightly by 2035 (approximately 4 tons per year - TPY or 21 lb/day and 3 TPY or 14 lb/day, respectively). However, Section 65.1.4 (Combustion Appliances) of the TRPA Code of Ordinances requires that only wood heaters that meet EPA emissions standards (Phase II) would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming heating appliances in replacement with cleaner burning devices. In addition, on November 20, 2013, TRPA committed to funding rebates leading to the replacement of at least 126 non-conforming wood heaters, which is projected to decrease annual PM₁₀ and PM_{2.5} emissions by almost 3 tons per year. These proposed changes would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period. TRPA recently approved additional funding for the El Dorado County Air Quality Management District, Chimney Smoke Reduction Incentive Program up until June 30, 2018. This is anticipated to result in a minimum of 252 wood stove change-outs for El Dorado County.

Because the Meyers Area Plan is required to be consistent with the TRPA Regional Plan, implementation of the Area Plan would comply with policies established in the Code of Ordinances and promote

alternative transportation improvements and energy efficient design, and would require individual projects to implement measures, such as those recommended below, to ensure less than significant impacts and attainment of national air quality standards.

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

Required Mitigation:

Mitigation Measure AQ-1: Meet Air Quality Standards.

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if project air emissions exceed standards, shall be required to incorporate emission-reduction measures sufficient to reduce potentially significant short-term and long-term air quality impacts to a less-than-significant level. Examples of short- and long-term operational emission-reduction measures include, but are not necessarily limited to, the following:

Short-term measures:

- Use of low- or zero-emission construction equipment and use existing electrical power, to the extent locally available;
- Use of low- or zero-VOC content architectural coatings, and prefinished/painted building materials, to the extent locally available; and
- Increased diversion of demolition and construction-generated waste for recycling/reuse, to the extent feasible.

Long-term measures:

- a. Prohibit the installation of wood-burning hearths and fireplaces. *Continue supporting woodstove change-out rebate programs to reduce air quality impacts in the Meyers Area and El Dorado County.*
- b. Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use.
- c. Incorporate energy-efficient appliances, interior and exterior lighting, and building mechanical systems in excess of applicable building and design standards. Encourage installation of solar panels for new residential and commercial development.
- d. Incorporate renewable energy sources in the project design (e.g., solar photovoltaic panels) in excess of applicable building and design standards.
- e. Incorporate higher efficacy public street and exterior lighting in excess of applicable building and design standards.
- f. Use daylight as an integral part of lighting systems in buildings in excess of applicable building and design standards.
- g. Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use in excess of applicable building and design standards.
- h. Promote the installation of energy-efficient roofing systems (e.g., “cool” roofs) and cool pavements in excess of applicable building and design standards. Cool roofs and pavements are designed to reflect more sunlight and absorb less heat than standard products.
- i. Incorporate solar and tankless hot water heaters.
- j. Include design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes or paths, complete streets design improvements, bicycle-friendly intersections,

electric bus infrastructure, transit shelters, well designed sidewalks, and bicycle parking and storage facilities beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3.

- k. Include site design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles) beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3.
- l. Include measures that reduce water use (e.g., installation of low-water usage landscaping and irrigation systems) in excess of applicable building standards.
- m. Include measures that reduce waste generation.

Monitoring Responsibility: El Dorado County Community Development Services, and Tahoe Regional Planning Agency

Monitoring Requirement: Analysis of project-specific air quality impacts and if necessary, identification of measures to reduce emissions to meet standards as determined by El Dorado County Community Development Services, EDCAQMD, and Tahoe Regional Planning Agency.

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

The Region is designated non-attainment/transitional for ozone and non-attainment for PM₁₀, as presented in Table 12. A significant cumulative impact results if the Project causes a considerable increase in PM₁₀ and Ozone.

Table 12: Federal and State Attainment Status for the Lake Tahoe Air Basin		
Pollutant	State Status	Federal Status
8-Hour Ozone	Nonattainment-Transitional	Attainment/Unclassified
PM ₁₀	Nonattainment	Unclassified
PM _{2.5}	Attainment	Unclassified/Attainment
CO	Attainment	Unclassified/Attainment/Moderate Maintenance for the South Lake Tahoe Shore
Source: EPA 2013; CARB 2013.		

In the Lake Tahoe Region, these pollutants relate to automobile use and potential impacts measured with VMT calculations and wood burning fireplaces and stoves. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts.

With respect to ozone precursors and PM₁₀, consistent with the Regional Plan, subsequent projects that may occur under the Meyers Area Plan may include development and redevelopment projects that could generate long-term operational emissions, including mobile and area source emissions.

Based on the results of the emissions modeling conducted in support of the RPU EIS, RTP EIR/EIS, and 2017 RTP IS/IEC, emissions of ozone precursors in the Region would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Region. Any additional population growth and associated increase in operational ozone precursor emissions in the Region would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33 and TMPO 2012, page 3.4-331, TMPO 2017, page 3-17).

Emissions of PM₁₀ and PM_{2.5} were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA Phase II emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming heating appliances. In addition, as a part of the 2012 TRPA RPU EIS Mitigation program, TRPA has funded locally administered Woodstove Replacement programs in the Lake Tahoe Region. The RPU mitigation includes the replacement of a minimum of 126 non-conforming woodstoves with natural gas heaters, woodstoves and heating devices that meet EPA Phase II certification. The replacement of 126 non-conforming woodstoves would result in an estimated emission reduction of almost three tons of PM_{2.5} and PM₁₀ per year, as shown in Table 13 (Ascent, 2013). Encouraging the installation of wood-burning fireplaces and stoves that meet EPA certification through the El Dorado County Air Quality Management District, Chimney Smoke Reduction Incentive Program would further reduce emissions over what was predicted in the 2012 RPU EIS. TRPA recently approved additional funding for the El Dorado County Air Quality Management District, Chimney Smoke Reduction Incentive Program up until June 30, 2018. This additional funding will pay for a minimum of 252 additional wood stove change-outs for El Dorado County or an estimated emission reduction of almost six tons of PM_{2.5} and PM₁₀ per year. Implementation of this expanded Chimney Smoke Reduction Incentive program will more than offset the increased level of proposed Regional Plan Update and Area Plan development (compared to the existing Community Plan) that was analyzed during the Regional Plan Update process.

Table 13. Emissions reductions from woodstove replacements (tons/year)

	NO_x reduction (ton/year)	PM₁₀ reduction (ton/year)	PM_{2.5} reduction (ton/year)
Each Woodstove Replacement	0.0021	0.0230	0.0230
Replacement of 126 Woodstoves	0.2646	2.898	2.898

Notes: NO_x = oxides of nitrogen PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter.
Source: Ascent Environmental 2013

With the implementation of the existing Chimney Smoke Reduction Incentive Program, El Dorado County Air Quality Management District (EDCAQMD) measures to reduce operational emissions of criteria pollutants, and compliance with TRPA's air quality mitigation program at the time of project permitting (mitigation measure AQ-1), the Area Plan implementation would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period. Therefore, this impact is considered to be less than significant with mitigation measures.

Environmental Analysis: *Less than Significant Impact with Mitigation Measures.*

Required Mitigation: **AQ-1 (see question 20).**

22. Would the Project expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIId)

Typical sensitive receptors include residences, hospitals, and schools. Although hospitals are not located within the Meyers Area Plan, the Lake Tahoe Environmental Magnet School is located just north of the plan area at the intersection of Apache Avenue and E. San Bernardino Avenue. Please refer to the analysis for Question 20, above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

23. Would the Project create objectionable odors affecting a substantial number of people? (CEQA IIIf)

The occurrence and severity of odor effects depend on the nature, frequency, and intensity of the odor source, wind speed and direction, and the presence of sensitive receptors. Offensive odors rarely cause physical harm, but odors can be unpleasant and generate citizen complaints to regulatory agencies and local governments. Typical sensitive receptors include residences, hospitals, and schools. There are no hospitals located within the Area Plan; however, residences can be found within the boundary of the Area Plan and residences and schools are located in adjacent neighborhoods.

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. The Meyers Area Plan allows collection stations as a permissible use within the Meyers Industrial District and with a conditional use permit, allows collection stations in Meyers Community Center District. No such uses currently occupy the project area. The proposed uses in the Area Plan as listed in Table 2-1 of the Meyers Area Plan, and are not characteristic of the types of uses that would result in the development of a major source of objectionable odor.

In the short-term, odor impacts occur from the use of diesel engines and asphalt concrete paving during construction. As stated in the discussion of short-term impacts to sensitive receptors under Question 22 above, these odors are both temporary and localized, affecting only the area immediately adjacent to the active construction area. Diesel exhaust emissions and asphalt concrete paving odors dissipate rapidly away from the source and cease upon completion of construction activities and would be addressed by the Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances idling restrictions. Thus, the implementation of the Meyers Area Plan does not result in substantial direct or indirect exposure of sensitive receptors to offensive odors.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

24. Would the Project result in substantial air pollutant emissions? (TRPA 2a)

See analysis for Question 20.

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore the analysis is tiered from and consistent with the RPU EIS. The Meyers Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Meyers Area Plan would be subject to subsequent environmental review and

permitting, and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The Lake Tahoe Air Basin is in attainment or designated unclassified for all national ambient air quality standards (NAAQS) and is designated a nonattainment area for the ozone and PM₁₀ California ambient air quality standards (CAAQS). Because the Area Plan would be subject to TRPA's Mitigation Measure 3.4-2 to reduce emissions to the extent feasible, subsequent projects under the Meyers Area Plan would not result in substantial air pollutant emissions during project construction and operation, as discussed in Question 20, above. Since measures identified the RPU EIS to reduce construction-generated emissions have been incorporated into the Meyers Area Plan, subsequent projects would not generate substantial air pollutant emissions such that they could violate or contribute substantially to an existing, or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. Although modeling shows that the Area Plan would increase emissions at build-out as compared to the Community Plan, the Meyers Area Plan does not propose building heights and densities studied for Town Centers in the 2012 RPU EIS and would reduce emissions at build-out as compared to the 2012 RPU. As such, implementation of the Area Plan would be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO, as predicted in the 2012 RPU EIS. Because the increase in emissions of PM associated with build-out of the entire Regional Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the Area Plan would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

25. Would the Project result in deterioration of ambient (existing) air quality? (TRPA 2b)

See analyses for Questions 20 and 21, which conclude a less than significant impact and Questions 24, which concludes no impact to ambient air quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

26. Would the Project result in creation of objectionable odors? (TRPA 2c)

See discussion and analysis for Question 23, which addresses the creation of objectionable odors and concludes a less than significant odor impact to short-term and long-term effects to sensitive receptors.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

27. Would the Project result in alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)

While the proposed Meyers Area Plan could result in increased re/development and construction activity when compared to the existing conditions and build-out of the existing Meyers Community Plan, the level of development allowed in the Area Plan would be less than the land use and design standard (e.g., height

and density) assumptions analyzed for the Meyers Town Center in the 2012 RPU EIS (defined in TRPA Code Chapter 13, Table 13.5.3-1). Conceptual land use and design standards studied for Meyers in the TRPA RPU would contribute to an increase in overall greenhouse gas (GHG) emissions that were documented in the 2012 TRPA RPU EIS as cumulatively significant, mitigated to the extent feasible, and otherwise unavoidable.

Implementation of the Meyers Area Plan would result in some level of development and population growth anticipated during the plan horizon and would contribute some level of greenhouse gas emissions (GHG) to the regional output. Because many of the sustainability- and conservation-oriented land use and transportation policies and strategies of the TRPA Regional Plan, County General Plan and the Meyers Area Plan would effectively reduce VMT, increase transit and non-motor vehicle travel, and allow or encourage mixed-use redevelopment that would improve energy efficiency, the combined influence of development and population growth planned within and during the planning horizon of the Meyers Area Plan would by itself result in a less-than-significant increase in overall GHG emissions (approximately 3,330 metric tons of carbon dioxide equivalent (MT CO₂e)/year, well below the 25,000 MTO CO₂e/year significance threshold [TRPA 2012a, page 3.5-14]). However, when the Meyers Area Plan emissions are considered in combination with basin-wide GHG emission resulting from TRPA Regional Plan implementation, the emissions would be a cumulatively considerable contribution to global climate change as identified in the RPU EIS and described below (TRPA 2012a, page 3.5-15).

Annual operational greenhouse gas emissions for the Meyers Community Plan land uses, 2012 Regional Plan Update land uses, and the Meyers Area Plan land uses, as well as the difference between the three, were calculated using CalEEMod computer model (version 2016.3.1) are summarized in Table 14. Because design standards studied in the 2012 RPU allow for greater building height and multi-family and tourist densities than the Community Plan and Area Plan, both Plans would generate less emissions from build-out of Meyers Town Center development than land uses and densities studied in the 2012 TRPA RPU EIS. A majority of the emissions generated (roughly 66% and 29%, respectively) would be associated with mobile source operations, followed by energy use. Area sources, waste generation, and water use also contribute to a lesser extent. Comparing the Meyers Community Plan land uses and design standards to the Meyers Area Plan land uses and design standards, an overall increase in GHG emissions of approximately 836.8 MTCO₂e/year occurs under the Area Plan. However, the Meyers Area Plan land uses and design standards result in an overall decrease in GHG emissions of approximately -2,252.4 MTCO₂e/year in comparison to the 2012 Regional Plan Update land use assumptions for Meyers Town Center. Therefore, the emissions predicted for the Area Plan would still be less than emissions included in the RPU analysis for the Town Center using the RPU design standards outlined in Code Chapter 13. Also, because of CalEEMod modeling limitations, the estimated increases in mobile-source emissions shown in the table do not reflect potential reductions in VMT related emissions commonly associated with the mixed-use infill development proposed in both the Meyers Area Plan and RPU land use assumptions. Analysis prepared as part of the TRPA 2012 RPU process (June 14, 2010 memorandum entitled “Final TRPA PTOD Areas Mixed-Use Trip Generation Estimate”, Fehr and Peers) shows that mixed use Pedestrian and Transit-Oriented Development (PTOD) areas can realize daily trip reductions of up to 17 percent compared to previous land use patterns.

Table 14: Annual Operational GHG Emissions

Source	Annual Emissions (MTCO _{2e} /year)	Percent Contribution	Annual Emissions with Regulatory Compliance (MTCO _{2e} /year) ⁶	Percent Contribution with Regulatory Compliance
Community Plan Land Uses				
Area ¹	75.0	3.0%	--	--
Energy Use	791.7	31.8%	--	--
Mobile ²	1,549.6	62.2%	--	--
Waste Generation ³	35.8	1.4%	--	--
Water Use ⁴	40.5	1.6%	--	--
<i>Total</i> ⁵	<i>2,492.6</i>			
2012 Regional Plan Update Land Uses				
Area ¹	219.0	3.9%	--	--
Energy Use	1,680.1	30.1%	--	--
Mobile ²	3,531.8	63.3%	--	--
Waste Generation ³	83.0	1.5%	--	--
Water Use ⁴	67.9	1.2%	--	--
<i>Total</i> ⁵	<i>5,581.8</i>		--	
Area Plan Land Uses				
Area ¹	128.6	3.9%	61.3	1.9%
Energy Use	946.9	28.4%	946.9	29.4%
Mobile ²	2,152.2	64.6%	2,111.6	65.5%
Waste Generation ³	57.6	1.7%	57.6	1.8%
Water Use ⁴	44.1	1.3%	44.1	1.4%
<i>Total</i> ⁵	<i>3,329.4</i>		<i>3,221.5</i>	
Change – Area Plan Compared to Community Plan	836.8		728.9	
Change – Area Plan Compared to Regional Plan	-2,252.4		-2,360.3	-40%
CalEEMod computer model, version 2016.3.1, Ambient, 2017 Emissions Modeling Assumptions: <ol style="list-style-type: none"> 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces, stoves) for residential units meeting current emission standards for new devices. 2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2017). RPU trip generation rates assumed to be equivalent to AP land uses. 3. Assumes statewide solid waste target diversion goal of 75% met by year 2035. 4. Includes installation of low-flow fixtures and appliances, per TRPA Code of Ordinances, Chapter 36.9. 5. Total may not sum due to rounding. 6. Assumes no wood burning hearth devices, compliance with current building standards, reductions for promotion of alternative modes of transportation, statewide solid waste target diversion goal of 75% by 2035, and installation of low-flow fixtures and appliances per TRPA Code of Ordinances, Chapter 36.9. 				

As part of the TRPA RPU EIS mitigation measure to reduce stationary sources of GHG emissions, TRPA adopted several provisions intended to reduce GHG emissions in November, 2013. The GHG reduction provisions include additional best construction practices policies, a requirement to include a Greenhouse Gas (GHG) reduction strategy in Area Plans, a woodstove rebate program, and revisions to TRPA Code sections to remove unintended barriers to sustainable design. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was

added that limits construction vehicle idling time to 15 minutes in Nevada and 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance.

Chapter 13 (Area Plans) of the TRPA Code of Ordinances now requires a strategy in Area Plans to lower emissions of Greenhouse Gases from the operation or construction of buildings. The strategy shall include elements in addition to those included to satisfy other state or TRPA requirements. The Meyers Area Plan addresses this provision by providing incentives for “Community Incentive Projects” that incorporate GHG reducing design.

In addition, as described above, TRPA will fund state and locally administered existing woodstove incentive programs in the Lake Tahoe Region. At least 126 non-conforming woodstoves will be replaced with natural gas heaters, woodstoves, or other approved devices meeting EPA Phase II certification through these Woodstove Retrofit Programs in the Lake Tahoe Region. The replacement of 126 non-conforming woodstoves would result in direct GHG emission reductions. As discussed above under question 21, TRPA recently approved additional funding for the El Dorado County Air Quality Management District, Chimney Smoke Reduction Incentive Program up until June 30, 2018. This additional funding will pay for a minimum of 252 additional wood stove change-outs for El Dorado County or an estimated emission reduction of almost six additional tons of PM2.5 and PM10 per year.

Lastly, several TRPA Code of Ordinance modifications were added to remove barriers for incorporating alternative energy or emission reducing vegetated roofs into structures (in Section 36.6.1 General Standards, Design Standards) and for allowing additional height for wind turbines and renewable power facilities (Section 37.6.2, Additional Height for Certain Structures, Height).

Compliance with TRPA Code of Ordinance and EDCAQMD regulations, as well as implementation of pedestrian and alternative transportation improvements, mixed-use design, infill, and energy efficient design and landscaping, and woodstove retrofit programs will support ongoing reductions to basin wide GHG emissions. The Area Plan would beneficially reduce new GHG sources by 40 percent as compared to the TRPA Regional Plan land use assumptions due to a decrease in overall development intensity in the Town Center (e.g., less development based on reduced height and density standards). While implementation of the TRPA Regional Plan (i.e., cumulative condition) was reported to result in significant and unavoidable impacts to GHG emissions in the RPU EIS, a region-wide program of GHG reduction strategies, such as those contained in the Sustainable Communities Strategy, is now in place. The Meyers Area Plan is consistent with these existing programs. Provisions in the Meyers Area Plan and Design Standards promote sustainable design, green building incentives, and energy efficiency improvements to support these strategies and remove unintended barriers to GHG-reducing projects in Chapter 36 of the Code of Ordinances. Because the Area Plan is consistent with the regional GHG reduction strategies included in the RPU, and its build-out development assumptions are less than those identified and analyzed in the 2012 RPU EIS (resulting in a 40 percent reduction in predicted GHG emission increases for Meyers), no further analysis is required for the Meyers Area Plan.

Environmental Analysis: *No (new) Impact.*

Required Mitigation: **None.**

28. Would the Project result in increased use of diesel fuel? (TRPA 2e)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis is tiered from and consistent with the RPU EIS.

As with construction of projects under the existing Community Plan, construction associated with subsequent projects under the Meyers Area Plan would require the use of diesel fuel for the operation of construction equipment. Certain specific projects that involve ongoing truck deliveries or motorized vehicle use (such as snowmobile courses) as part of their operations could also increase gasoline and diesel fuel consumption relative to existing conditions.

From an air quality perspective, one of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) that can occur during both the construction and operational phases of a project.

The construction of subsequent projects under the Meyers Area Plan or Community Plan could result in short-term diesel exhaust emissions, including diesel particulate matter (PM), from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. Diesel PM was identified as a TAC in 1998. The potential cancer risk from the inhalation of diesel PM is a more serious risk than the potential non-cancer health impacts (TRPA 2012a, page 3.4-39). Consistent with the findings in the RPU EIS, the proximity of heavy-duty diesel-fueled construction equipment to existing sensitive receptors within or adjacent to the Meyers Area Plan during construction activities resulting from implementation of the Area Plan may result in exposure of sensitive receptors to TACs. However, the Area Plan does not include changes in land use or design standards that would increase exposure over what is allowed in the existing Community Plan.

As part of the TRPA RPU mitigation to reduce construction-generated emissions, TRPA recently (November 20, 2013) adopted additional best construction practices measures regarding the reduction of diesel fuel emissions. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 15 minutes in Nevada and 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) includes new construction provisions that call for the use of existing power sources (e.g. power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance.

Therefore, because measures identified in the RPU EIS would reduce construction-related TAC emission to the extent feasible have been incorporated into the Meyers Area Plan, subsequent projects under the Area Plan involving the use of heavy-duty diesel-fueled construction equipment would not result in the exposure of sensitive receptors to TACs.

Finally, based on a review of the proposed permissible uses in the Meyers Area Plan, the Area Plan would not include the construction or operation of any major sources of TAC emissions such as power-generating plants or other heavy industrial uses. The land use strategy of the Meyers Area Plan, the El Dorado County General Plan, as well as the TRPA Regional Plan, incentivizes development in the town and regional centers, which are located along the Basin's main transportation corridors (US 50). The ARB recommends a minimum setback distance of 500 feet from urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day to minimize the health risk of sensitive receptors to mobile-

source TACs (TRPA 2012a, page 3.4-39). US 50 cannot accommodate more than 50,000 vehicles per day (TRPA 2012a, page 3.4-40).

Environmental Analysis: *No (new) Impact.*

Required Mitigation: **None.**

6.4.6 Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation)

This section presents the analyses for potential impacts to biological resources, including impacts to SEZs, wetlands, wildlife and vegetation. Table 15 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 15: Biological Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
29. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa)			X	
30. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (CEQA IVb)			X	
31. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc)				X
32. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors,			X	

or impede the use of native wildlife nursery sites? (CEQA IVd)				
33. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe)				X
34. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
35. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)				X
36. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)				X
37. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c)				X
38. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)? (TRPA 4d)				X
39. Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)				X
40. Removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)				X

41. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? (TRPA 4g)				X
42. A change in the natural functioning of an old growth ecosystem? (TRPA 4h)				X
43. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? (TRPA 5a)				X
44. Reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)				X
45. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)				X
46. Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)				X

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

The boundary of the Meyers Area Plan was reviewed against 1) the California Department of Fish and Wildlife's California Natural Diversity Database (CNDDDB), 2) the U.S. Fish and Wildlife Service's online Planning and Conservation System (IPaC) database, and 3) TRPA's Special Interest Species Map for potential impacts to candidate, sensitive, or special status species. No state or federal species or habitat areas were noted in the CNDDDB or IPaC databases, but TRPA has mapped Lake Baron as a habitat area for waterfowl. Project-level planning and environmental analysis for a permissible project or activity in the Meyers Area Plan would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Meyers Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals, including waterfowl.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The U.S. Fish and Wildlife Service's IPaC database identifies several riparian habitat areas in locations along the Upper Truckee River and along minor tributaries to the river. These habitat areas are located within, and are closely associated with TRPA-designated Stream Environment Zones (SEZs), which receive a high level of protection against new ground disturbance or activities that affect riparian and other vegetation important to wildlife.

The Meyers Area Plan would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality or pertaining to resource protection measures for SEZs, which encompasses riparian habitat. Consistent with existing conditions, development or redevelopment projects associated with the Meyers Area Plan could affect riparian habitat or other sensitive natural community depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of riparian areas. Section 61.3.3 (Vegetation Protection and Management) of the TRPA Code of Ordinances includes provision for protecting SEZ vegetation, other common vegetation, uncommon vegetation, and sensitive plants species. Chapters 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances include provisions to protect and enhance fisheries and wildlife habitats. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Meyers Area Plan would not result in the deterioration of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The U.S. Fish and Wildlife Service IPaC database identifies federal wetland areas within TRPA SEZs on both sides of the Upper Truckee River located in the Meyers Area Plan. However, any projects (such as a new multiuse-trail/bridge over the river, as envisioned in the Area Plan Implementation Element) would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of riparian area. New land disturbance and activities within these areas are also subject to protection and mitigation in Chapters 30 (Land Coverage), 33 (Grading and Construction), 35 (Natural Hazard Standards), 60 (Water Quality), 61 (Vegetation and Forest Health), 62 (Wildlife Resources), and 63 (Fish Resources), and other provisions of the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

The Meyers Area Plan would not alter or revise the regulations pertaining to the migration or movement of animals. Consistent with existing conditions, development or redevelopment projects associated with the Meyers Area Plan could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. Projects located within the existing Town Center area would have minimal impact to wildlife corridors because of existing development patterns. Development proposed for the Recreation and Conservation districts would have low potential for impact to wildlife corridors because of their recreational purposes (e.g., linear trails or trailheads on the edge of recreational areas). However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The Meyers Area Plan includes a landmark tree protection ordinance that provides additional protection for exceptionally large, significant, and prominent trees identified within Meyers. Trees can be nominated to gain Landmark Tree Protection if they are at least 14 inches dbh, in good health, and if they fulfill one or more of the following requirements: be a species of limited occurrence in the region or a Sierra Juniper, be an extraordinary specimen of any species, be visually prominent from transportation corridors, or be perceived as socially, historically, or culturally significant. In addition, it includes a minor revision to the regulations pertaining to the protection of native Juniper trees. In particular, it corrects the genus and species name for native Junipers. Consistent with existing conditions, development or redevelopment projects associated with the Meyers Area Plan could result in removal of trees and vegetation depending on the type, timing, and specific nature of proposed actions. However, the landmark tree preservation ordinance would provide additional tree protection not currently in place, and any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The Meyers Area Plan does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist for the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

35. Would the Project result in removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of any project permitted by the Meyers Area Plan would be required to comply with Section 33.6, Vegetation Protection During Construction, of the TRPA Code of Ordinances. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

36. Would the Project result in removal of riparian vegetation other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to vegetation removal and groundwater management. Water supply within the Meyers Area Plan is primarily obtained from groundwater sources through the South Tahoe Public Utility District. Consistent with existing conditions, any project permitted in accordance with the Meyers Area Plan would be required to meet TRPA requirements for water supply. TRPA regulations prohibit the approval of any development requiring water unless there is adequate water supply within an existing water right (Section 32.4.1 of the TRPA Code). Additionally, Section 33.3.6 (Excavation Limitations) of the TRPA Code of Ordinances prohibits excavation that intercepts or interferes with groundwater except under specific circumstances and with prior approval by TRPA (Section 33.3.6.A.2). For these reasons, consistent with existing conditions, projects approved under the Meyers Area Plan would not directly or indirectly lower the groundwater table.

Further, consistent with existing conditions, vegetation removal associated with projects that could occur under the Meyers Area Plan with subsequent approval would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, riparian vegetation and wildlife habitat are protected by Sections 61.1.6 (Management Standards for Tree Removal), 61.3.3 (Protection of Stream Environment Zones), and 63.3 (Fish Habitat Protection), and Chapter 62 (Wildlife Resources) of the TRPA Code of Ordinances. For these reasons, development associated with the Meyers Area Plan is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to new vegetation. Consistent with existing conditions, implementation of new development or redevelopment projects associated with the Meyers Area Plan would be required to comply with the TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Tahoe Region. Generally, native species require less fertilizer and water than non-native species. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Projects associated with implementation of the Meyers Area Plan would be subject to subsequent project-level environmental review and permitting, and at that time they would be required to demonstrate that any proposed new vegetation would not require excessive fertilizer or water, or provide a barrier to the normal replenishment of existing species.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analyses in Questions 35 through 37, and 39 through 42.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

39. Would the Project result in reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. The natural resource protection provisions of Chapters 61 (Vegetation and Forest Health) and 62 (Wildlife Resources) of the TRPA Code of Ordinances are still applicable to the Meyers Area Plan, and the Meyers Area Plan contains additional protections for Sierra Juniper beyond protections provided in the TRPA Code of Ordinances. Consistent with existing conditions, construction activities associated with implementation of the Meyers Area Plan could affect special-status plant species and the presence of suitable habitat, depending on the type, timing, and specific nature of any proposed actions. All projects associated with the Meyers Area Plan would be subject to subsequent project-level environmental review and permitting. At a project-level, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through

site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction and 62.4, Special Interest, Threatened, Endangered, and Rare Species of the TRPA Code of Ordinances). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Meyers Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of plants.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

40. Would the Project result in removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)

The Meyers Area Plan would not alter or revise the regulations pertaining to removal of streambank and backshore vegetation. See discussion and analysis for Question 36 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

Portions of the Meyers Area Plan are designated Recreation and Conservation. Forested areas within the Meyers Area Plan are within the area of the Tahoe Region that is defined as a "westside forest type" (Chapter 90, Definitions of the TRPA Code of Ordinances). Section 61.1.4 (Old Growth Enhancement and Protection) of the TRPA Code of Ordinances, which includes TRPA's old growth enhancement and protection provisions, prohibits cutting any live dead, or dying tree larger than 30 inches diameter at breast height (dbh) in westside forest types on conservation and recreation lands or within SEZ areas, except under certain defined conditions. Tree removal in SEZ areas associated with any project within the Meyers Area Plan would also be subject to these limitations. Any projects allowed within the Meyers Area Plan would be subject to subsequent project-level environmental review and permitting by TRPA and/or El Dorado County. Consistent with existing conditions, permit applicants would be required to demonstrate that tree removal would be conducted in accordance with Chapter 61 (Vegetation and Forest Health) of the TRPA Code of Ordinances, including those provisions related to the removal of trees 30 inches dbh or greater set forth to protect the natural function of old growth ecosystems on recreation and SEZ lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

42. Would the Project result in a change in the natural functioning of an old growth ecosystem? (TRPA 4h)

See discussion and analysis for Question 41 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter the regulations pertaining to the protection of animal species. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code are still applicable to the Meyers Area Plan. Any subsequent projects allowed within the Meyers Area Plan would be subject to subsequent project-level environmental review and permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would occur consistent with TRPA Code provisions related to resource management, including specifically the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources, respectively. For these reasons, adoption of the Meyers Area Plan would not result in the change in the diversity or distribution of species, or numbers of any species or animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

44. Would the Project result in reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to special-status or listed species of animals. Consistent with existing conditions, development or redevelopment projects associated with the Meyers Area Plan could affect unique, rare, or endangered species depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. The protections for rare and special-status species contained in Sections 61.3.6 and 62.4 of the TRPA Code of Ordinances are still applicable to the Meyers Area Plan. At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and

environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Meyers Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

45. Would the Project result in introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)

See discussion and analysis for Question 32 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

46. Would the Project result in deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)

The Meyers Area Plan would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Consistent with existing conditions, development or redevelopment projects associated with the Meyers Area Plan could affect fish and wildlife depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife contained in Chapters 62 (Wildlife Resources) and 63 (Fish Resources) of the TRPA Code. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Meyers Area Plan would not result in the deterioration of existing fish or wildlife habitat quantity. Moreover, the Meyers Area Plan specifically identifies priority areas for SEZ restoration that would directly benefit water quality, scenic, recreation and habitat quantity and quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

6.4.7 Cultural Resources (CEQA) and Archaeological/Historical (TRPA)

This section presents the analyses for potential impacts to cultural, archaeological and historical resources, discussing the Project impacts on cultural resources related to the disturbance of archaeological, historical, architectural, and Native American/traditional heritage resources. The section also addresses disturbance of unknown archaeological resources, as well as paleontological resources (fossils). Table 16 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 16: Cultural Resources and Archaeological/Historical				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
47. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a)				X
48. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b)				X
49. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c)				X
50. Disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
51. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)				X
52. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? (TRPA 20b)				X

53. Is the property associated with any historically significant events and/or sites or persons? (TRPA 20c)				X
54. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)				X
55. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)				X

47. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a)

The Meyers Area Plan does not alter regulations pertaining to historical or cultural resources. As such, the potential effect is the same as those analyzed in the RPU EIS.

The El Dorado County General Plan EIR lists properties included on the National Register of Historic Places (NRHP) and California Register of Historic Places (CRHR) and California State Historic Landmarks. Tahoe Meadows (National Register) and Vikingsholm (National Register) are the two NRHP/CRHR listed properties in the vicinity of South Lake Tahoe, neither of which is located in the Meyers Area Plan boundaries. The County General Plan EIR also lists Yank's Station-Pony Express Route as a California State Historic Landmark in Meyers. The State Office of Historic Preservation also lists the following in the south Tahoe area: the Baldwin Estate near South Lake Tahoe (National Register), the Heller Estate near South Lake Tahoe (National Register), the Pope Estate near South Lake Tahoe (National Register), the Newhall Estate entrance pillars near South Lake Tahoe (point of interest), and Yank's Station-Overland Pony Express Route in Meyers (State Landmark). There is one California State Historic Landmark located in Meyers Area Plan boundary, Yank's Station-Pony Express Route, which is documented through a series of landmark plaques at US 50 and Apache Avenue.

A cultural resources inventory was conducted for the County's Meyers SEZ/Erosion Control Project IS/MND (2015), which includes the Meyers area north of US 50 as well as areas outside the Area Plan boundary. This inventory identified the following resources, but also indicated no significant heritage resources are present within the project's APE: 1) a historic period resource (Yank's Station), 2) a portion of Segment 9 of Old Highway 89 [05190001042], which is within the Area Plan, but is not a fully evaluated resource by State Parks (erosion control occurred on this site, with no impact), 3) Lake Valley Telephone Line [051900004810], which was no longer present during the field investigation, and 4) individual Comstock or later era high-cut stumps (not recorded). Other resources exist near, but outside, the Area Plan boundaries in the vicinity of Grass Lake, Big Meadow, and South Upper Truckee Road, and to the north; however, none of those resources would be affected by the Area Plan.

The Native American Heritage Commission was contacted on March 11, 2016 per AB 52 and SB 18, and the Washoe Tribe of Nevada and California was contacted on April 12, 2016 per AB 52, with no response received to date.

Meyers was first established in the 1850s as a way station near its present location in the lower Lake Valley along the Upper Truckee River. In 1859, Martin Smith, Meyers' original developer, sold the

station to Yank Clement, who renamed it Yank's Station. The station provided food, lodging, water and pasture to the thousands of travelers and their animals travelling over Echo Summit along the Great Bonanza Road. Yank's Station included a hotel, two saloons, a general store, a blacksmith shop, a cooperage, private homes and stables and barns. From 1860 to 1861 it served as a remount station for the Pony Express and is listed as a California Historical Landmark. In 1873, Clement sold the establishment to George Meyers who owned it for thirty years before selling it to the Celio family.

During the 1960s, the area around Meyers was part of a grand residential subdivision plan originally developed by two corporations, Tahoe Paradise Homes and Tahoe Paradise Properties, Inc. The new neighborhoods were to be called Tahoe Paradise. Since that time the entire area is referred to as either Meyers or Tahoe Paradise, although the commercial district is generally identified as Meyers.

The Meyers Area Plan would accommodate development, which could occur on properties that may include historical or archaeological resources; associated with historically significant events or individuals; or result in adverse physical or aesthetic effects to a significant historical or archaeological site, structure, object, or building from California's history and cultural heritage. Additionally, development permitted within the Meyers Area Plan could result in physical changes that would affect unique ethnic cultural values or restrict historic or prehistoric religious or sacred uses. However, federal and state regulations, the TRPA Code (Chapter 67, Historic Resource Protection), the El Dorado County General Plan (Policy 7.5.2.4), and the Meyers Area Plan address protection of these resources and provide processes to avoid or mitigate impacts to historic and archaeological resources. Because any development associated with the Meyers Area Plan would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, it would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

48. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b)

See discussion and analysis for Question 47 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

49. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c)

It is possible but unlikely that unknown paleontological resources may be located in the area. Paleontological remains are found in sedimentary rock formations. El Dorado County's geology is predominantly igneous (volcanic) in nature, and the type of sedimentary deposits where such remains might be present, are virtually nonexistent (GP DEIR, page 5.13-1). To ensure the protection of paleontological resources that may be discovered during construction, the County adopted General Plan Policies 7.5.1.1 through 7.5.1.6 that requires a paleontological resource evaluation be prepared and measures to mitigate impacts to paleontological resources be identified prior to approval of discretionary projects and encourages the avoidance and protection of sites (EDC 2004, page 153-154).

In addition, federal and state regulations and TRPA Code (Chapter 67, Historic Resource Protection) address protection of paleontological resources and provide processes to avoid or mitigate impacts to

identified and discovered resources. Because any development associated with the Meyers Area Plan would be required to comply with these requirements during project specific review and construction activity, it would not alter or adversely affect paleontological resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

50. Would the Project disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d)

Section 7050.5(b) of the California Health and Safety Code and Section 5097.98 of the State Public Resources Code specify protocol when human remains are discovered. If human remains are discovered, the Codes require work to cease within the immediate area and notification of the County Coroner. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. Because any development associated with the Meyers Area Plan would be required to comply with these requirements during ground-disturbance activities, it would not alter or adversely affect or result in the loss of these resources and their associated ethnic and cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

As discussed under Question 47, the Meyers Area Plan would not alter or revise the regulations pertaining to the protection of archaeological and historical resources. Yanks Station – Pony Express Route, listed on the California Register of Historic Places, is identified and mapped as a resource within the Meyers Area Plan boundary. Although the original site of Osgood Toll House was located in the Meyers Area Plan, it currently resides at 3058 Lake Tahoe Blvd. in South Lake Tahoe and is under consideration for listing on the California Register of Historic Places. Meyers Area Plan Land Use Element Goal 6 states, “All redevelopment or new development in Meyers shall reinforce the community design goals and established ‘historic Meyers’ architectural design theme [Meyers Area Plan Attachment A, Section C.3], and shall improve the scenic and aesthetic condition of the built environment.” The ‘historic Meyers’ architectural design theme includes the use of covered porches, second story dormers, wood and/or natural stone siding, brown and mossy green building colors, vertically oriented individual windows with shutters, and other features that reinforce the architectural themes historically associated with the Meyers area. In addition, Ch. 2 (Land Use Element) Policy 6.1 of the Meyers Area Plan requires projects to be consistent with applicable sections of the Meyers Area Plan Design Standards and Guidelines and establishes that guidelines may be required as conditions of project approval. Federal and state regulations, TRPA Code of Ordinances (Chapter 67, Historic Resource Protection) and General Plan policies (Policy 7.5.2.4) address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources. Because any development associated with the Meyers Area Plan would be required to comply with these regulations, consistent with existing practices, it would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion in Questions 47 and 51 above regarding the mapped resources. No additional historic determinations have been mapped within the Area Plan boundary by the TRPA (Self, 2017). The Osgood Toll House structure has been physically relocated to 3058 Lake Tahoe Boulevard and modern development in the area of known resources has in all likelihood destroyed archaeological evidence that might have remained. However, TRPA and El Dorado County policies and regulations have been established to ensure protection of such resources. Because any development associated with the Meyers Area Plan would be required to comply with TRPA regulations (Chapter 67, Historic Resource Protection) that prohibits grading, operation of equipment, or other soil disturbance in areas where a designated historic resource is present, except in accordance with a TRPA-approved resource protection plan, and with El Dorado County Policy 7.5.2.4 that prohibits modification of listed properties that would alter their listing status or eligibility, it would not alter or adversely affect cultural, historical, and/or archaeological resources identified on TRPA's or other regulatory official maps.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

53. Is the Project associated with any historically significant events and/or sites or persons? (TRPA 20c)

See discussions and analyses discussions for Questions 47 through 52 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

54. Does the Project have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)

See discussions and analyses for Questions 47, 51, and 52 above. Implementation of, federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or mitigate impacts to these resources. Therefore any development associated with the Meyers Area Plan would not result in a physical change that would affect unique ethnic cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

55. Will the Project restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)

See discussion and analysis for Questions 47, 51 and 54 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

6.4.8 Geology and Soils (CEQA) and Land (TRPA)

This section presents the analyses for potential impacts to geology, soils and land. Table 17 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 17: Geology and Soils and Land				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
56. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? (CEQA VIa)			X	
57. Result in substantial soil erosion or the loss of topsoil? (CEQA VIb)			X	
58. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (CEQA VIc)			X	

CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
59. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId)			X	
60. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (CEQA VIe)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
61. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)				X
62. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)				X
63. Unstable soil conditions during or after completion of the proposal? (TRPA 1c)				X
64. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)				X
65. The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)				X
66. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? (TRPA 1f)				X

TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
67. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? (TRPA 1g)				X

56. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

56.i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (CEQA VIa).

The intention of the Alquist-Priolo Earthquake Fault Zoning Act (PRC Section 2621-2630) is to reduce the risk to life and property from surface fault rupture during earthquakes by regulating construction in active fault corridors and prohibiting the location of most types of structures intended for human occupancy across the traces of active faults. The act defines criteria for identifying active faults, giving legal support to terms such as active and inactive and establishes a process for reviewing building proposals in Earthquake Fault Zones. As defined by the Alquist-Priolo Earthquake Fault Zoning Act (1972), an active fault is one that has had surface displacement within Holocene time or the last 11,000 years.

The project area is located within the Sierra Nevada-Great Basin seismic belt. Based on the Division of Mines and Geology Special Publication 42 and the Index to Official Maps of Earthquake Fault Zones (Hart and Bryant 1997), the project area is not located in the Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone is the Genoa fault located southeast of the area and outside the Tahoe Basin.

Two known faults run near the area. Both are located near the westernmost boundary. One of these faults is the West Tahoe Fault, which runs along the western edge of Lake Tahoe. The other is an unnamed inactive fault.

According to the California Building Code (CBC), the Meyers Area Plan is located in Seismic Zone D, a region of relatively high seismicity, and has the potential to experience strong ground shaking from earthquakes. As such, all structures in the Meyers Area Plan must be designed to meet the regulations and standards associated with Zone D hazards as set forth in the CBC. Compliance with these existing regulations would ensure that all new or redeveloped structures in the Meyers Area Plan would be capable of withstanding anticipated ground shaking in the Region and would not create significant public safety risks or property damage in the event of an earthquake.

El Dorado County has adopted California Building Standards Code, therefore all structures associated with development in the Meyers Area Plan would be designed and constructed in accordance with design requirements of the Seismic Zone D which would minimize risks associated with seismic ground shaking and seismic related ground failure. Therefore the risk of fault rupture and ground shaking is a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

56.ii) Strong seismic ground shaking?

See discussion and analysis for Question 56.i above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

56.iii) Seismic-related ground failure, including liquefaction?

The potential for seismic-related ground shaking in the Region could also contribute to public safety risks and property damage associated with ground failure including liquefaction, lateral spreading, collapse, and settlement. In addition, portions of the Meyers Area Plan have relatively high ground water levels that can contribute to the potential for ground failure, particularly during excavation and construction of below-grade structures (see Groundwater Constraints Technical Memorandum, 2013). Hazards associated with seismic-related ground failure are regulated by the California Building Standards Code implemented by El Dorado County to ensure that structures are properly designed and constructed to withstand anticipated ground failure. Therefore, the risk of injury or property damage from strong ground shaking or resulting ground failure would not substantially increase from implementation of the Meyers Area Plan and therefore a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

56.iv) Landslides?

The varied topography within the Lake Tahoe Region makes many areas susceptible to landslide hazards. The main hazards are associated with alpine granitic terrains in the Basin are rock falls on steep slopes of massive granite and erosion of decomposed granite on both gentle and steep slopes. The Meyers Area is relatively flat, but includes some gentle slopes. The El Dorado County Public Health, Safety, and Noise Element Policy 6.3.2.5 and TRPA Land Use Element Natural Hazards Subelement, Goal 1, Policy 1 of the TRPA Regional Plan restricts construction, reconstruction, or replacement of structures in identified avalanche or mass instability hazard areas. Therefore, the risk of exposing people or structures to potential landslides in the Meyers Area Plan is unlikely and is less than a significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

57. Would the Project result in substantial soil erosion or the loss of topsoil? (CEQA VIb)

See discussions and analyses for Questions 62, 63 and 64 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 56i through iv above and Question 59 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

According to the Swelling Clays Map of The Conterminous United States, the Tahoe Basin falls within an area that is underlain with little to no clays with swelling potential (USGS 1989). However, soil units mapped within the Basin contain soils with low to high shrink/swell potential (NRCS 2007).

Development and infrastructure projects associated with the Meyers Area Plan may be constructed on areas of unstable or expansive soils or geologic units, thereby increasing the risk to people and structures. Projects implemented within the Meyers Area Plan would be required to undergo site-specific environmental review and, as appropriate, geotechnical analysis (TRPA Code of Ordinances Section 33.4, Special Information Reports and Plans and El Dorado County Public Health, Safety, and Noise Element Policy 6.3.2.5) to determine the design, grading, and construction practices required to avoid or reduce geologic hazards including those associated with unstable, expansive soils and slope failure. Adherence to existing regulations would ensure impacts would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None.**

60. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (CEQA VIe)

The Porter-Cologne Water Quality Act requires all sewage and wastewater to be disposed of outside the Lake Tahoe Basin. Therefore, use of septic tanks or alternative wastewater disposal are prohibited in the Lake Tahoe Region.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to land capability and IPES. The Meyers Area Plan would include the land coverage limitations of the adopted Regional Plan (Chapter 30 of the TRPA Code). These include allowing up to 70 percent transferred land coverage on already

developed high capability lands (land capability districts [LCDs] 4 through 7 within the Town Center. Table 18 provides conceptual estimates of the maximum additional transferred land coverage that could be placed within the Meyers Town Center and the required land coverage reductions at the sending sites. The potential effects of these changes were analyzed in the RPU EIS (TRPA 2012, page 3.7-40) and were found to be less than significant.

“The additional coverage allowed in higher capability lands within Town Centers, the Regional Center, and the High Density Tourist District would be directly offset by coverage transferred from sensitive land or more than offset on an acre-by-acre basis by transfers from higher capability land, resulting in an overall reduction in coverage for the Region and, importantly, reduction in coverage from SEZs and other sensitive lands.”

Table 18: Maximum new land coverage and coverage reductions from revisions to maximum transferred coverage limits in the Meyers Area Plan.	
Maximum total acreage of additional transferred coverage on high capability lands within the Town Center	5.26 Acres
Coverage reductions required for transfers from high capability lands at 2:1 ratio	10.52 Acres
Coverage reductions required for transfers from environmentally sensitive lands at 1:1 ratio	5.26 Acres

**The above values are approximate and GIS derived. These conceptual values could be modified based on survey grade information and/or field verification procedures.*

The Meyers Area Plan does not propose an alternative comprehensive coverage management system as defined in Section 13.5.3B of the TRPA Code of Ordinances. However, the Meyers Area Plan actively seeks to reduce land coverage in SEZ areas through several mechanisms. The Meyers Area Plan actively promotes the restoration of sensitive areas through transfer of development from sensitive areas with legal coverage to higher capability land within the Meyers Area Plan (Meyers Figures 4-3a to 4-3c, Transfer Ratios for Existing Development). In addition, Section 150 of the Meyers Area Plan Land Use Element and the Section discussing soil conservation in the Meyers Area Plan Environmental Conservation Element modify the excess land coverage mitigation as established in TRPA Code of Ordinances Section 30.6 (Excess Land Coverage Mitigation Program) to require that a minimum of 5% of mitigated coverage occur through onsite coverage removal.

As shown in Table 19, sensitive lands within the Meyers Area Plan currently exceed land coverage limits while high capability lands contain less than the base allowable coverage. The estimates provided in Table 19 utilize the TRPA Bailey Sinclair GIS layer, which is believed to provide more accurate SEZ delineations in urban areas. However, data collected during the TRPA 2011 LIDAR study is used in the Pollutant Load Reduction Model (PLRM) for the water quality analysis (see question 82) and provides a much lower impervious coverage quantity totaling approximately 78 acres for the entire Meyers Area Plan boundary. Future development projects will require field verification of land capability boundaries and existing land coverage quantities. As described above, the Meyers Area Plan includes several additional provisions that will result in reductions of land coverage in sensitive lands and the placement of land coverage on high capability lands through redevelopment or development projects, which would make the Meyers Area more compliant with land capability limits.

Any subsequent projects proposed within the Meyers Area Plan would be subject to permitting by the County and/or TRPA. Consistent with existing requirements, permit applicants would be required to

demonstrate that proposed compaction and land coverage would be within the limits allowed in Chapters 30 (Site Development) and 53 (Individual Parcel Evaluation System) of the TRPA Code of Ordinances.

Table 19: Existing and Allowable Land Coverage in the Meyers Area Plan by Land Capability District Based on Bailey Land Capability Data

Land Capability District	Base Allowable Coverage (%)	Total Acres Within Class (acres)	Base Allowable Coverage Within Class (acres)	Existing Coverage (acres)	Existing Coverage (%)	Acreage Over or Under Covered
1a	1%	0.37	0.00	0	0.00%	0.00
1b (SEZ)	1%	226.60	2.27	83.41	36.81%	81.14 (over-covered)
1c	1%	34.05	0.34	4.03	11.84%	3.69 (over-covered)
2	1%	0.73	0.01	0.07	9.81%	0.06 (over-covered)
4	20%	51.39	10.28	1.80	3.50%	-8.48
6	30%	113.60	34.08	8.20	7.22%	-25.88
7	30%	231.89	69.57	52.92	22.82%	-16.65
Total		668.78				

Source: TRPA Bailey Sinclair GIS layer; Acreages are approximate and GIS derived. Land Capability designation is based on the Land Capability Classifications of the Lake Tahoe Basin, Bailey, R.G., 1974. These classifications are estimated and not surveyed or field verified.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to grading. Consistent with existing requirements, grading and construction activities for projects that could be reviewed under the Meyers Area Plan would be required to comply with the provisions of Chapter 33, "Grading and Construction," of the TRPA Code and Chapter 15.14 of the County Code (Grading Erosion and Sediment Control Ordinance.) Chapter 33 includes specific provisions for timing of grading, winterization of construction sites, specifications for cut and fills areas, protection of vegetation during construction, and preparation of a Slope Stabilization Plan for projects at the request of TRPA.

One of the goals of the Meyers Area Plan Environmental Conservation Element is to develop an area-wide BMP program. Additionally, in accordance with Chapter 15.14 of the County Code, all projects are required to submit a grading permit application for review and grading work must be consistent with the design standards described in Section B of the Grading Erosion and Sediment Control Chapter of the Design and Improvement Standards Manual.

Any subsequent projects allowed within the Meyers Area Plan would be subject to permitting by the County and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that all proposed grading is consistent with TRPA Code and County Code provisions protecting topography and ground surface relief features intended to retain natural conditions.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to BMPs for soil erosion. Consistent with existing requirements, soil disturbance associated with projects that could be reviewed under the Meyers Area Plan would be required to comply with Chapters 33 (Grading and Construction) and 60 through 68 (Various Resource Management Chapters) of the TRPA Code of Ordinances and Chapter 15.14 of the County Code. See discussion under Question 62 above.

Any subsequent projects allowed within the Meyers Area Plan would be subject to permitting by the County and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that any proposed soil disturbance would be consistent with TRPA and County Code provisions related to BMPs.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to grading, excavation, and new disturbance. Consistent with existing requirements, projects that could be reviewed under the Meyers Area Plan with subsequent approval could result in new soil disturbance, changes to native geologic substructures, and grading in excess of 5 feet. However, all projects would be required to comply with the provisions of Chapter 30 (Land Coverage) of the TRPA Code of Ordinances and Chapter 15.14 of the County Code regarding permanent disturbance and Section 33.3.6 of the TRPA Code regarding protection of subsurface groundwater.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

See discussion and analysis for Question 62 above.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to the deposition of beach sand, or changes in siltation, deposition, or erosion, including natural littoral processes. The Meyers area is not located within the Lake Tahoe Shorezone, but does encompass Lake Baron and portions of the Upper Truckee River, which are located in or adjacent to the Meyers Recreation District, Upper Truckee River Corridor District, and the Upper Truckee Residential/Tourist District. Consistent with existing requirements, projects that would alter structures in Lake Baron, river or a stream would be subject to the resource management and protection and Shorezone provisions in Chapters 60 through 68 of the TRPA Code.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

67. Will the Project result in exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards? (TRPA 1g)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to geologic hazards. Chapter 35, Natural Hazard Standards, of the TRPA Code includes provisions addressing avalanche, floodplains, and wildfire and Title 110 of the County Code, which addresses CBC and IBC building standards, which include protections for persons and property from seismic and geologic hazards. Consistent with existing conditions, any subsequent project allowed within the Meyers Area Plan would be subject to project-level permitting and environmental review by the County and/or TRPA. Such projects would be required to meet all applicable building codes and standards and would be required to undergo site-specific geotechnical analysis as specified by Section 33.4 (Special Information Reports and Plans) of the TRPA Code of Ordinances and Section 15.14 of the County Code and El Dorado County Public Health, Safety, and Noise Element Policy 6.3.2.5. Therefore, the Meyers Area Plan would not expose people or property to geologic hazards.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

6.4.9 Greenhouse Gas Emissions

This section presents the analyses for potential impacts to greenhouse gas (GHG) emissions. Table 20 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 20: Greenhouse Gas Emissions				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
68. Greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIa)			X	
69. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIb)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
Same as Question 27: Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d)				X

Global climate change is caused in large part by anthropogenic (human sourced) emissions of GHGs released into the atmosphere through the combustion of fossil fuels and by other activities that affect the global GHG budget, such as deforestation and land-use change. According to the California Energy Commission (CEC), GHG emissions in California are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors as well as natural processes (CEC 2006).

GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which could have otherwise escaped to space. Prominent GHGs contributing to this process include water vapor, CO₂, N₂O, CH₄, ozone, certain HFCs and PFCs, and SF₆. This phenomenon, known as the "greenhouse effect," keeps the Earth's atmosphere near the surface warmer than it would otherwise be and allows for successful habitation by humans and other forms of life. The combustion of fossil fuels releases carbon that has been stored underground into the active carbon cycle, thus increasing concentrations of GHGs in the atmosphere. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and to contribute to what is termed "global warming," a trend of unnatural warming of the Earth's natural climate. Higher concentrations of these gases lead to more absorption of radiation and warm the lower atmosphere further, thereby increasing evaporation rates and temperatures near the surface.

Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants (such as ozone precursors) and toxic air contaminants (TACs), which are primarily pollutants of regional and local concern. Because GHG emissions have long atmospheric lifetimes, GHGs are effectively well mixed globally and are expected to persist in the atmosphere for time periods of several orders of magnitude longer than criteria pollutants such as ozone. Given their long atmospheric lifetimes, GHG emission reduction strategies can be effectively undertaken on a global scale whereby the mitigation of local GHG emissions can be offset by distant GHG emission reduction activities

68. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIa)

This potential effect is less than those analyzed in the Regional Plan Update EIS since less development is proposed in the Meyers Area Plan than was analyzed in the Regional Plan Update. Implementation of the Meyers Area Plan would result in some level of development and population growth anticipated during the plan horizon. Although development and population growth occurring during the planning horizon of the TRPA Regional Plan would result in an increase in overall greenhouse gas (GHG) emissions that would make a cumulative contribution to global climate change, many of the sustainability- and conservation-oriented land use and transportation policies of the Regional Plan and Meyers Area Plan would reduce VMT, increase opportunities for transit and non-motor vehicle travel, and allow or encourage redevelopment that would improve energy efficiency. The Meyers Area Plan is consistent with the regional strategies and plans established to reduce GHG emissions and would result in a 40% reduction in GHG emissions for future Meyers Area Plan development as compared to the land use and density assumptions for Meyers development included in the Regional Plan update analysis.

The Regional Plan and Meyers Area Plan include methods to substantially reduce GHG emissions through actions such as increased and improved pedestrian, bicycle and transit access, intersection improvements to reduce vehicle emissions associated with traffic delays, incentives for sustainable design, and encouraging replacement of woodstoves and combustion heaters with cleaner-burning, TRPA-approved units. Increases of GHG emissions attributable to the Meyers Area Plan would consist primarily of CO₂. To a lesser extent, emissions of CH₄ and N₂O would also contribute to overall increases in GHG emissions. As shown in Table 14, mobile-source emissions account for a majority of the GHG emissions, followed by electricity and natural gas consumption. To a lesser degree, the use of wood-heating appliances also contributes to increased GHG emissions. While the RPU anticipated increases in total GHG emissions over the planning period, strategies have been established to substantially reduce total GHG emissions.

As discussed in Question 27, a majority of the emissions generated by the Community Plan, 2012 RPU, or Area Plan, 62%, 63%, and 66%, respectively, would be associated with mobile source operations, followed by energy use, area sources, waste generation, and water use to a lesser extent. Because design standards studied in the 2012 RPU allow for greater building height and multi-family and tourist densities than the Community Plan and Area Plan, both Plans would generate less emissions from Meyers Town Center development than land uses and densities assumed for Meyers development in the 2012 TRPA RPU EIS. As shown in Table 14, the Area Plan would result in a decrease of -2,252.4 MTCO₂e/year as compared to the 2012 RPU, prior to implementation of regulatory compliance. However, when comparing the Community Plan land uses to the Area Plan land uses, an overall increase in GHG emissions of approximately 836.8 MTCO₂e/year (728.9 MTCO₂e/year with regulatory compliance) occurs under the Area Plan, excluding potential reductions in VMT related emissions commonly associated with mixed-use infill development (because CalEEMod modeling assumptions do not account for benefits from mixed-use infill development). The proposed Area Plan land use plan provides for greater flexibility than the existing Community Plan for developing mixed-use projects in the Meyers Town Center.

An increase in greenhouse gas emissions would be considered significant if the project would obstruct implementation of any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. This standard of significance approach for analysis of climate change impacts is generally supported by the California Air Resources Board (Preliminary Draft Staff Proposal - Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 2008 and ARB Climate Change Scoping Plan, December 2008). The 2014 First Update to the Climate Change Scoping Plan indicates the state is poised to maintain and continue GHG reductions beyond 2020 (ARB 2014:ES_2) through the Plan's statewide measures, such as the Low Carbon Fuel Standard, energy efficiency measures, and renewable electricity standards. As previously discussed, AB 32 requires total statewide GHG emissions to be reduced to the 1990 emissions levels by 2020, which represents an approximate 15 percent reduction, in comparison to current GHG emissions. Given that TRPA's transCAD region-wide traffic model is designed to provide VMT data for the entire Tahoe Region and cannot provide reliably accurate vehicle miles travel (VMT) data for the Meyers Plan Area, the mobile emission analysis was based on a comparison of year 2030 conditions under the 1987 TRPA Regional Plan to the TRPA Regional Plan Update. The Area Plan would be considered to have a significant impact if proposed policies and actions would be inconsistent with GHG reduction measures recommended by the California Attorney General. In addition, the proposed Area Plan would be considered to have a significant impact from global climate change if it would result in the exposure of residents to hazards associated with climate change.

It is important to note that estimated increases in mobile-source GHG emissions attributable to future development are based on net changes in VMT that are region-wide (i.e., within the entire Lake Tahoe Air Basin) and are not limited to VMT within the Meyers Area Plan boundaries. Due to traffic modeling limitations, the Area Plan traffic analysis does not calculate the net increase in VMT that are specific to the Meyers Area Plan boundary. Although mobile emissions of GHGs have been quantified using the CalEEMod computer model (version 2016.3.1), it is typically not possible to determine the extent to which proposed Area Plan-generated GHGs would contribute to global climate change or the physical effects often associated with global climate change (e.g., loss of snowpack and clarity changes to Lake Tahoe) because of the relatively small amount of GHGs attributed to the Meyers Area Plan compared to the overall Tahoe Region.

Meyers Area Plan compliance with TRPA Code of Ordinance and EDCAQMD regulations, as well as implementation of pedestrian and alternative transportation improvements, mixed-use design, infill, and energy efficient design and landscaping and woodstove retrofit programs will support ongoing reductions in GHG emissions not accounted for in the CalEEMod modeling. Reductions in VMT attributable to the proposed Area Plan Town Center mixed-use development and transportation policies and action items would account for a reduction in mobile-source GHG emissions. Additional reductions would also occur associated with implementation of proposed policies that would decrease emissions from area stationary sources, such as measures that would promote green building and energy conservation (community incentive projects), and sustainable development (Meyers Area Plan Implementation Element Goal 4). The proposed policies are consistent with measures currently proposed by the California Office of the Attorney General as well as efforts by the state under the AB 32 Scoping Plan to reduce GHG emissions to the reduction goal of 15 percent by year 2020. Reductions in project-generated GHG emissions associated with individual development projects would vary, depending on various factors, such as the type of project proposed, site design and location, and proximity to local pedestrian, bicycle, and transit services.

As part of the TRPA RPU EIS mitigation measure to reduce stationary sources of GHG emissions, TRPA recently (November 20, 2013) adopted several provisions intended to reduce GHG emissions. The GHG reduction provisions include additional best construction practices policies, a requirement to include a Greenhouse Gas (GHG) reduction strategy in Area Plans, a woodstove rebate program, and revisions to

TRPA Code sections to remove unintended barriers to sustainable design. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 15 minutes in Nevada and 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance. Chapter 13 (Area Plans) of the TRPA Code of Ordinances now requires a strategy in Area Plans to lower emissions of Greenhouse Gases from the operation or construction of buildings. The strategy shall include elements in addition to those included to satisfy other state or TRPA requirements. The Meyers Area Plan addresses this provision by providing additional CFA fee waivers for “Community Incentive Projects” that incorporate GHG reducing design. As described above, TRPA will fund state and locally administered existing woodstove incentive programs in the Lake Tahoe Region. Non-conforming woodstoves will be replaced with natural gas heaters, woodstoves, or other approved heating devices meeting EPA Phase II certification through these Woodstove Retrofit Programs in the Lake Tahoe Region. The program was originally set to replace 126 woodstoves, and in 2016, TRPA approved additional funding to the El Dorado County Air Quality Management District, Chimney Smoke Reduction Incentive Program up until June 30, 2018. This is anticipated to result in a minimum of 252 wood stove change-outs for El Dorado County, and would result in direct GHG emission reductions. Meyers Area Plan Attachment A Design Standards and Guidelines includes provisions for incorporating alternative energy (solar and geothermal), green roofs, rainwater collection, additional insulation and other energy reduction strategies (Section 2, Building Design Standards, Item C Alternative Energy Production and Section D.3 Building Design Guidelines Item e, Sustainable Design), which would reduce GHG emissions. Lastly, the TRPA Code of Ordinances Section 36.6.1 General Standards, Design Standards removes barriers for incorporating alternative energy or emission reducing vegetated roofs into structures.

TRPA will require through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments that GHG emissions from project-specific construction and operational activities permitted pursuant to and in accordance with the Regional Plan are reduced to the maximum extent feasible. As described in the 2012 RTP/SCS EIR/EIS and 2017 RTP/SCS IS/IEC, all feasible mitigation measures pertaining to mobile-source GHG emissions have been considered within the range of transportation strategies already included in the three RTP/SCS Transportation Strategy Packages. Through the grant awarded to the Lake Tahoe Region from the California Strategic Growth Council, a partnership of agencies and organizations produced a region-wide Sustainability Action Plan, which addresses other primary sources of GHG emissions (i.e., energy use and efficiency, water supply and conservation, and solid waste). The Tahoe Sustainability Action Plan coordinates the implementation of measures through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local governments, agencies, and organizations recommended in the plan along with other appropriate measures, as feasible.

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and shall incorporate emission-reduction measures sufficient to also reduce potentially significant GHG impacts, if identified, to a less-than-significant level. Examples of such measures are listed in mitigation measure AQ-1 under Question 20.

Because the Meyers Area Plan is consistent with and implements the Regional Plan and County General Plan policies and reduces potential development compared to assumptions contained in the RPU EIS (the Area Plan reduces maximum allowable building heights and densities in the Town Center and therefore

reduces potential Meyers Area Plan build-out GHG emissions disclosed in the 2012 RPU EIS by up to 40%), development and population growth anticipated during the Meyers Area Plan horizon is not expected by itself to make a considerable increase in GHG emissions. Thus, this impact is considered less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

69. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIb)

The Meyers Area Plan is consistent with applicable plans, policies and regulations adopted in the TRPA Regional Plan, Sustainable Communities Strategy, to reduce emissions of greenhouse gases. As discussed in Question 65 above, the TRPA would continue to implement existing practices described in Mitigation Measure 3.5-1 of the RPU EIS, which includes developing GHG reduction measures on a project-specific basis. Moreover, the Meyers Area Plan would implement policies of the TRPA Regional Plan which—among others—calls for concentrating development in town centers in a pedestrian- and transit-oriented environment that focuses on enhancing non-auto modes such as walking, biking, and transit as a strategy to reduce greenhouse gas emissions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

Refer to Question 27. Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d)

See discussion and analysis for Question 27 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.10 Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA)

This section presents the analyses for potential impacts to hazards and hazardous materials and risk of upset and human health. Table 21 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 21: Hazards and Hazardous Materials and Risk of Upset and Human Health				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
70. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA VIIIa)			X	
71. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA VIIIb)			X	
72. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA VIIIc)			X	
73. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA VIId)				X

74. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (CEQA VIIIe)				X
75. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area? (CEQA VIII f)				X
76. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIII g)				X
77. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (CEQA VIII h)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
78. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA 10a)				X
79. Involve possible interference with an emergency evacuation plan? (TRPA 10b)				X
80. Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)				X
81. Exposure of people to potential health hazards? (TRPA 17b)				X

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

Development and redevelopment as a result of implementation of the Meyers Area Plan could result in increasing the transport, storage, use and/or disposal of hazardous materials as a result of normal construction and operation of land uses and improvement. However, all development would be required to adhere to federal, state, and local regulations regarding the handling, transportation, and disposal of hazardous materials.

Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol, US Department of Transportation, and Caltrans. The Resource Conservation and Recovery Act gives the USEPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. The El Dorado County Department of Environmental Management is responsible for consolidating, coordinating and making consistent the administration requirements, permits, inspection, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in the county and the Meyers area. Policies 6.6.1.1 through 6.6.1.2 of the Public Health, Safety and Noise Element require adherence to the Hazardous Waste Management Plan and completion of a site investigation prior to subdivision approval.

All existing and new development in the Meyers area would be required to comply with federal, state, and local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Development and redevelopment within the Meyers area could result in the release of hazardous materials into the environment under reasonably foreseeable upset or accident conditions. The El Dorado County Multi-Jurisdictional Local Hazard Mitigation Plan establishes mitigation action in the event of accidental release. In addition, the County's Hazardous Waste Management Plan establishes management procedures to protect health and minimize incidents. The County Public Health, Safety, and Noise Element Policy 6.6.1.2 requires site investigations for ground disturbing activities and Policy 6.6.1.3 requires hazardous material disposal provisions. Activities handling hazardous materials must disclose their activities in accordance with El Dorado County guidelines and the requirements of state law.

All existing and new development in the Meyers Area Plan is required to and will implement and is consistent with regional, federal, state, and local regulations regarding the release of hazardous materials into the environment due to reasonably foreseeable upset and accident conditions. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The Lake Tahoe Environmental Science Magnet School is located just over 1,500 feet (approximately ¼ mile) from the Meyers Area Plan boundary. However as discussed in Question 70 (CEQA Checklist item VIIIa) above, the use, storage, and transport of hazardous materials are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and the discovery of contamination requires construction sites to cease operations.

Since all existing and new development in the Meyers area is required to comply with regional, federal, state, and local regulations addressing safety from hazards, including hazardous materials, the impacts of this impact are anticipated to be less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

73. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA VIIIId)

No hazardous waste facilities or contaminated sites are identified within the Meyers Area Plan. There are seven GeoTracker Leaking Underground Fuel Tank (LUFT) cleanup sites in the area: one in the Industrial District (CALTRANS maintenance site), one near the intersection of US 50 and SR 89 (Beacon), and five along US 50 in the northern portion of the plan area (Chevron, Shell, Roadrunner, and Tahoe Mini Storage). The cleanup status for each of these sites is complete and each case has been closed.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

74. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the project area? (CEQA VIIf)

The Lake Tahoe Airport is located within 2 miles of the Meyers Area Plan; however, the Plan Area is not located within the Lake Tahoe Comprehensive Airport Land Use Plan or the City of South Lake Tahoe's Airport Comprehensive Land Use Overlay district, and therefore has no impact on public safety in the vicinity of a public-use airport or FAA safety regulations.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

75. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area? (CEQA VIIf)

The Plan Area is not located within the vicinity of a private airstrip and therefore has no impact on public safety in the vicinity of a private airstrip.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

76. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIIIg)

El Dorado County has adopted the El Dorado County Multi-Jurisdiction Hazard Mitigation Plan. This plan provided guidance for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classifications.

Chapter 4 of the Hazard Mitigation Plan provides for the preparation and carrying out of plans for the protection of persons and property within El Dorado County in the event of an emergency and the coordination of the emergency functions of the County and associated jurisdictions with all other public agencies, corporations, organizations, and affected private persons. Moreover, El Dorado County has adopted General Plan policies in the Health, Safety, and Noise Element: Measure HS-A requires the County to periodically review and update emergency response procedures.

The Meyers Area Plan would not alter or revise the existing regulations or amend the County's Multi-Jurisdiction Hazard Mitigation Plan. The Area Plan also would not impair the implementation of or physically interfere with the Multi-Jurisdiction Hazard Mitigation Plan and therefore results in no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

77. Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (CEQA VIIIh)

Development and redevelopment in Meyers could expose people and structures to hazards involving wildland fires in wildland-urban interface areas. However, any new development or redevelopment is required to be consistent with and will implement state, regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which establishes minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Title 8.08 and 8.10 and Title 110 of the El Dorado County Code contain fire safety code and fire regulations adopted to safeguard life and property from the hazards of fire and explosion. El Dorado County has also adopted General Plan policies that require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new and rehabilitated structures (Public Health, Safety, and Noise Element Policies 6.2.1.1, 6.2.1.2, 6.2.2.1, 6.2.2.2, 6.2.3.1 through 6.2.3.4, 6.2.4.1, and 6.2.4.2).

Implementation of these policies, in conjunction with the existing California Fire Code and El Dorado County Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

78. Will the Project involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA 10a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

Construction activities related to development within Meyers could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be typical of urban development projects in the Tahoe Region and would occur in compliance with all local, state, and federal regulations. Further, the types of uses that would be permissible within the area are not of the nature that would involve storage, use, and transport of large quantities of hazardous substances that would increase the risk of incident. The types of uses (e.g., commercial and light industrial) are consistent with the types of uses already allowed under existing conditions, such that the Meyers Area would not be expected to create a new risk of accident or upset conditions. Therefore, the Meyers Area Plan would not result in a risk of explosion or the release of hazardous substances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

79. Will the Project involve possible interference with an emergency evacuation plan? (TRPA 10b)

See discussion and analysis for Question 76 above that concludes that implementation of the Meyers Area Plan will not impact existing emergency evacuation plans.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

80. Will the Project result in creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)

See discussions and analyses for Questions 70 through 73 above

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

81. Will the Project result in exposure of people to potential health hazards? (TRPA 17b)

See discussions and analyses for Questions 70 through 73 above

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.11 Hydrology and Water Quality

This section presents the analyses for potential impacts to hydrology and water quality. Table 22 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 22: Hydrology and Water Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
82. Violate any water quality standards or waste discharge requirements? (CEQA IXa)				X
83. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (CEQA IXb)			X	
84. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (CEQA IXc)			X	
85. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (CEQA IXd)			X	
86. Create or contribute runoff water which would exceed the			X	

capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (CEQA IXe)				
87. Otherwise substantially degrade water quality? (CEQA IXf)			X	
88. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (CEQA IXg)			X	
89. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh)			X	
90. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (CEQA IXi)			X	
91. Inundation by seiche, tsunami, or mudflow? (CEQA IXj)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
92. Changes in currents, or the course or direction of water movements? (TRPA 3a)				X
93. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? (TRPA 3b)				X
94. Alterations to the course or flow of 100-year flood waters? (TRPA 3c)				X
95. Change in the amount of surface water in any water body? (TRPA 3d)				X
96. Discharge into surface waters, or in any alteration of surface water quality, including but				X

not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)				
97. Alteration of the direction or rate of flow of ground water? (TRPA 3f)				X
98. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)				X
99. Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)				X
100. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i)				X
101. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)				X
102. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)				X

82. Would the Project violate any water quality standards or waste discharge requirements? (CEQA IXa)

The Meyers Area Plan would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 of the TRPA Code of Ordinances (Water Quality) includes standards for discharge limits to surface and ground waters. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Meyers Area Plan would be required to meet the discharge standards of the Lahontan Regional Water Control Board. All projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

In March 2013, El Dorado County adopted a Pollutant Load Reduction Plan (PLRP) detailing the county's strategy for attaining TMDL load reductions. The strategy focuses on stormwater infiltration projects in public right-of-way, road shoulder improvements, private property Best Management Practices (BMPs), abrasive controls, and enhanced street sweeping. The western portion of Meyers drains into the Christmas Valley Catchment, and water quality projects completed since 2004 in this area are projected to help achieve 2016 load reduction targets. The eastern portion of Meyers drains into Meyers Creek, and El

Dorado County is proposing to construct the Meyers Water Quality Improvement Project in this area to help in achieving 2021 load reduction targets.

The County used the Meyers Area Plan boundary in the Pollutant Load Reduction Model (PLRM) Version 2.1 to assess the pollutant loading in the existing condition versus the proposed Meyers Area Plan build-out condition. The model uses 2011 LIDAR data to determine existing land coverage (impervious) conditions. The proposed build-out scenario utilized available buildable land (e.g., vacant and under developed) and maximized the allowable land coverage available under the proposed design standards. Commercial, industrial and multi-family properties within the Town Center were assumed to be developed with a worse case assumption of 70 percent land coverage and industrial and residential properties located outside the Town Center were assumed to have 30 percent land coverage. The three different build-out scenarios studied in this IS/IEC (Community Plan, Area Plan and Regional Plan) ended up being essentially the same due to the similar commercial-oriented land use assumptions for the Town Center and the coarse land use inputs that are allowed in the PLRM. The development assumptions for buildable land were run under several scenarios: with no Best Management Practices (BMPs), with full BMP implementation for all new development, and finally with full BMP implementation for new development and 50 percent BMP retrofit of existing development. Results are shown in Table 23. The PLRM model run scenarios are defined as follows:

- Meyers_Existing – This model run utilized the Meyers Plan Area Boundary and ran default values as generated with the PLRM.
- Meyers_Buildout_NoBMPS – This model run used the increase in impervious acreage to estimate the pollutant load increase as a result of a fully built out scenario.
- Meyers_Buildout_BMP100post – This model run used the increase in impervious acreage to estimate the pollutant load increase as a result of a fully built out scenario and then added 100% BMP implementation to the increased impervious from development.
- Meyers_Buildout_BMP100post_50existing – This model run used the increase in impervious acreage to estimate the pollutant load increase as a result of a fully built out scenario and then added 100% BMP implementation to the increased impervious from development, plus accounted for 50% BMP compliance in the existing condition associated with redevelopment of existing development.

Table 23: Pollutant Load Reduction Model (PLRM) Output

Scenario Results: Existing and Buildout Quantities							
Scenario	Runoff Vol (ac-ft/yr)	TSS(lbs/yr)	FSP(lbs/yr)	TP(lbs/yr)	SRP(lbs/yr)	TN(lbs/yr)	DIN(lbs/yr)
Meyers_Existing	81	86354	54750	186	52	632	79
Meyers_Buildout_noBMPS	103	106010	67146	231	72	790	98
Meyers_Buildout_BMP100prct	96	99200	62763	215	61	738	91
Meyers_Buildout_BMP100prct_50existing	78	83951	53017	179	37	615	75

Scenario Results: Existing and Buildout Increase/Decrease from Existing							
Scenario	Runoff Vol (ac-ft/yr)	TSS(lbs/yr)	FSP(lbs/yr)	TP(lbs/yr)	SRP(lbs/yr)	TN(lbs/yr)	DIN(lbs/yr)
Meyers_Existing	81	86354	54750	186	52	632	79
Meyers_Buildout_noBMPS	22	19656	12396	45	20	159	19
Meyers_Buildout_BMP100prct	15	12846	8013	30	9	107	12
Meyers_Buildout_BMP100prct_50existing	-3	-2403	-1733	-7	-15	-17	-4

Scenario Results: Existing and Buildout Percent Increase/Decrease from Existing							
Scenario	Runoff Vol (ac-ft/yr)	TSS(lbs/yr)	FSP(lbs/yr)	TP(lbs/yr)	SRP(lbs/yr)	TN(lbs/yr)	DIN(lbs/yr)
Meyers_Existing	81	86354	54750	186	52	632	79
Meyers_Buildout_noBMPS	28%	23%	23%	24%	38%	25%	24%
Meyers_Buildout_BMP100prct	19%	15%	15%	16%	17%	17%	15%
Meyers_Buildout_BMP100prct_50existing	-4%	-3%	-3%	-4%	-29%	-3%	-5%

Table 23 results show that fine sediment particle (e.g., TSS) loading is increased within the Area Plan boundary by approximately 15 percent under a fully built-out with new development (no redevelopment) post-development scenario in the Meyers Area Plan. This increase does not include the retrofit of existing commercial and industrial development, much of which is currently not fully retrofitted with BMPs. When coupled with a 50 percent compliance target for BMP retrofit of the preexisting condition, the total fine sediment (e.g., TSS) load would be reduced from the existing condition by approximately three percent. However, larger load reductions would be realized from area-wide erosion control projects recently completed and underway by El Dorado County and Caltrans. El Dorado County began constructing the Meyers Erosion Control Project (ECP) in July 2017 for an area that includes a portion of the Town Center (north of US 50) with existing commercial development and existing residential areas to the north of the Town Center. The boundary of the project is approximately shown in Area Plan Figure 4-2B. This area-wide water quality project is predicted to reduce approximately 58,000 lbs. of existing fine sediment (289 TMDL credits), a substantial reduction when compared to the estimated loads for the existing developed condition within the Meyers Area Plan boundary (86,354 lbs.). The Meyers ECP should be complete by the end of 2017 and would allow the County to meet their TMDL targets for the five year planning window. Completed El Dorado County projects in the Upper Truckee area and Christmas Valley (west and south of the Town Center) contributed to previous load reductions. Finally, Caltrans implemented their US 50 project through Meyers in 2014 that included some load reduction components.

Since the analysis completed for the TRPA RPU EIS concluded there is a less than significant impact to water quality from increased density and land coverage limits assumed for Town Centers, it is safe to conclude that the proposed Meyers Area Plan development would also result in a less than significant impact to water quality standards. The Meyers Area Plan reduces the size of the Town Center compared to the Regional Plan Update Town Center assumptions and replaces areas proposed for mixed-use commercial development with recreational land uses. While the PLRM assumed the same land coverage for recreational land uses, it is likely that recreational land uses proposed under the Area Plan would result in less land coverage than the mixed-use land uses contemplated in the RPU. Furthermore, TRPA and El Dorado County BMPs are required for all projects to address stormwater runoff, which would ensure water quality is maintained and/or improved from construction of new development and redevelopment of existing land uses. In addition, Meyers Area Plan Policy 6.2 plans the development of an area-wide BMP program to address stormwater runoff from public and private properties, particularly commercial properties without fully implemented BMPs. The Meyers Area Plan also allows land coverage exemptions for certain types of land coverage on properties meeting specific criteria and with water quality BMPs, which provides an incentive for property owners to install and maintain BMPs.

Because all existing state and local protections for surface water would remain in place and would not be altered by the Meyers Area Plan, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code) would continue to be required for all development (existing and proposed) within the Meyers Area Plan, the Meyers Area Plan would not result in adverse discharges to surface waters or alteration of surface water quality. This conclusion is further supported by the fact that the proposed Town Center is smaller than the Town Center analyzed in the RPU EIS.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

83. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (CEQA IXb)

The Meyers Area Plan would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. Consistent with existing conditions, projects that could occur under the Meyers Area Plan with subsequent approval that would require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 (Basic Services) and 60 (Water Quality) of the TRPA Code of Ordinances. These regulations pertain to the provision of basic services to projects and the protection of source water.

The potential impact of development and redevelopment within the Tahoe Region, including development within the Meyers Area Plan, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11) and discussed in detail in the questions below. Because the regional water demand at build-out would be less than the regional surface water allocation, and because TRPA Code of Ordinances Section 32.4 (Water Service) requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the Meyers Area Plan would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

84. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (CEQA IXc)

The Meyers Area Plan would not alter or revise the regulations pertaining to the course or direction of water movements. Stream modifications are limited by the provisions of Chapter 63 (Fish Resources) of the TRPA Code of Ordinances, which requires protection of fish resources, and Sections 61.3.3 (Protection of Stream Environment Zones) and 30.5 (Prohibition of Additional Land Coverage in Land Capability Districts 1a, 1c, 2, 3, and 1b referred to as Stream Environment Zones- SEZ), which requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur under the Meyers Area Plan that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, and TRPA Code of Ordinances sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

85. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (CEQA IXd)

The Meyers Area Plan would not alter or revise the regulations pertaining to surface water runoff. All projects within the Meyers Area Plan must demonstrate compliance with the land capability and coverage provisions of Chapter 30 (Land Coverage) of the TRPA Code of Ordinances, which is incorporated into the Meyers Area Plan (see Chapter 2 Land Use Element). These provisions include allowing 70 percent transferred land coverage within Town Centers on high capability lands (land capability districts [LCDs] 4 through 7) (Section 30.4.2.B.1.b, in the TRPA Code of Ordinances). For parcels located within the Meyers Industrial District, but outside the Town Center overlay, maximum transferred coverage allowed is 50 percent on high capability lands 4 through 7, as described in Section 30.4.2.B.2 (30% for detached single-family dwellings). The potential effects of these changes related to water quality were analyzed in the RPU EIS (TRPA 2012a, page 3.8-41). Coverage increases on high capability land would be achieved through restoration and transfer of existing land coverage. Additionally, all development within the Meyers Area Plan would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading from the additional coverage. As specified in Section 60.4.6 of the TRPA Code of Ordinances (Standard BMP Requirements), except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year one-hour storm are required for approval of all projects within the Lake Tahoe Region, including the Meyers Area Plan. Therefore, future projects that may occur within the Meyers Area Plan would not inhibit the ability to infiltrate surface water runoff from a 20-year one-hour storm event.

Also see discussion and analysis for Question 84 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

86. Would the Project 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? (CEQA IXe)

All new development and redevelopment within the Meyers Area Plan would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6 of the TRPA Code of Ordinances (Standard BMP Requirements), except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year one-hour storm are required for approval of all projects within the Lake Tahoe Region. Therefore, new development within the Meyers Area Plan is not expected to create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system.

In March 2013, El Dorado County adopted a Pollutant Load Reduction Plan (PLRP) detailing the county's strategy for attaining TMDL load reductions. The strategy focuses on stormwater infiltration projects in public right-of-ways, road shoulder improvements, private property BMPs, abrasive controls, and enhanced street sweeping. The western portion of Meyers drains into the Christmas Valley Catchment, and water quality projects completed since 2004 in this area are projected to help achieve 2016 load reduction targets. The eastern portion of Meyers drains into Meyers Creek, and El Dorado County is proposing to construct the Meyers Water Quality Improvement Project in this area to help in achieving 2021 load reduction targets.

As discussed in Question 82, an overall decrease in runoff can be expected from build-out of the Meyers Area Plan as compared to the land uses assumed for the Meyers Town Center in the RPU EIS. The RPU EIS found stormwater runoff impacts to be less than significant, and the Area Plan would reduce those impacts due to a reduction in the proposed Town Center boundary (and subsequent land coverage percentages). Furthermore, TRPA and County BMPs are required for all projects to address stormwater runoff, which would ensure adequate drainage is provided onsite. New impervious surface coverage from development can increase the rate and volume of runoff while reducing natural storage and infiltration; however, infill development and redevelopment would be required to meet existing TRPA and County BMP standards to control runoff and these BMPs require infiltration of runoff onsite, resulting in a net reduction in the total volume of generated runoff.

In addition, the Meyers Area Plan includes an opportunity for “community incentive projects” to receive CFA without fees if a project exceeds stormwater quality treatment standards by 10% and meets each eligibility requirement described in MAP Section 90, Community Incentive Project Program,. The stormwater treatment requirement is defined as sizing on-site stormwater facilities to accept 110% of the required stormwater volume, treating off-site stormwater from an area equal to at least 10% of the project area, or contributing 110% of the required financial or in-kind contributions to an area-wide stormwater management project.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

87. Would the Project otherwise substantially degrade water quality? (CEQA IXf)

The Meyers Area Plan would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 (Water Quality) of the TRPA Code of Ordinances includes standards for discharge limits to surface and ground waters. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Meyers Area Plan would be required to meet the discharge standards of the Lahontan Regional Water Quality Control Board. All projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code) would continue to be required for all development (existing and proposed) within the Meyers Area Plan, the Meyers Area Plan would not result in discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

88. Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (CEQA IXg)

The Meyers Area Plan would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code of Ordinances (Floodplains) or Title 8 of the County Code. Portions of the Meyers Area Plan located along the Upper Truckee River (Meyers Recreation District, Upper Truckee Residential/Tourist District, and Upper Truckee River Corridor District) are located within the 100-year floodplain. All future development within the Meyers Area Plan would be required to meet both the

requirements of Chapter 35 (Natural Hazard Standards) of the TRPA Code of Ordinances and Title 8 of the El Dorado County Code related to floodplain management. Chapter 35 of the TRPA Code of Ordinances (or more specifically Section 35.4.2) prohibits additional development, grading or filling within the 100-year floodplain except for public outdoor recreation, public service and water quality control facilities, and floodplain crossings. Title 8 of the El Dorado County Code and General Plan Public Health Safety and Noise Element Policies 6.4.1.3, 6.4.1.4 and 6.1.4.5 restrict or prohibit uses within the 100-year flood hazard area. No new parcels are to be created or developed that lie entirely within the 100-year floodplain. Parcels partially within the 100-year floodplain may be developed if sufficient land is available on the parcel outside the floodplain to support structural development. High-occupancy structures are not permitted in the 100-year floodplain; however, the Meyers Area Plan does not permit high-occupancy uses within the Districts affected by the floodplain.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

89. Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh)

See discussions and analyses for Question 88 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

90. Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (CEQA IXi)

No levees or dams are located within the boundaries of or upstream from the Meyers Area Plan; therefore no person or structures would be at a significant risk of loss, injury or death involving flood as a result of the dam or levee failure. Therefore this is a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

91. Would the Project cause inundation by seiche, tsunami, or mudflow? (CEQA IXj)

The Meyers Area Plan would not alter or revise the regulations pertaining to water-related hazards. Future development within the Meyers Area Plan would be required to meet the requirements of Chapter 35 (Natural Hazard Standards) of the TRPA Code of Ordinances and Title 8 of the El Dorado County Code related to floodwater management. Consistent with existing conditions, because the TRPA Code prohibits the development, grading, or filling of lands within the 100-year floodplain and in the area of wave run-up (TRPA Goals and Policies, Policy NH-1.2), implementation of the Meyers Area Plan would not expose people or property to flooding or wave action from 100-year storm events.

There are active faults in the Lake Tahoe Basin, which could be sources of ground shaking at locations within the Meyers Area Plan boundaries during a seismic event. Seismic events could also result in tsunami or seiche within Lake Tahoe, potentially affecting low-lying areas. Such events could cause water levels to rise within the Upper Truckee River as a result of lake waves, but this is unlikely to substantially affect the Meyers Area given the distance of the community from the lakeshore. Structures within the

Meyers Area Plan would be designed and constructed in accordance with the current design requirements of the California Building Code and International Building Code Seismic Zone D. Therefore, there would be no substantial increased risk of loss, injury or death or property damage from ground shaking alone.

Ichinose et al. (2000) investigated the potential of local earthquakes to generate tsunamis and seiches within Lake Tahoe. The probability of an earthquake strong enough to cause a seiche in Lake Tahoe is estimated to be 3-4 percent in 50 years (Ichinose et al. 2000). Based on modeled wave simulations for large earthquake (magnitude >7 on the Richter Scale) scenarios for faults within the Lake Tahoe Basin (North Tahoe-Incline Village Fault and the West Tahoe-Dollar Point Fault), a potential exists for tsunami and seiche-related waves between 10 and 30 feet in height to occur along the shore of Lake Tahoe, potentially threatening low-lying lakeside communities; however, the Meyers Area Plan is located over five miles from the shore of Lake Tahoe. While earthquakes last several seconds, a tsunami wave could take up to 15 minutes to reach Lake Tahoe's shore (Brown 2000). While experts have characterized the risk as far less than the risk of an approaching wildfire in the Tahoe Region, they have called for the risk of inundation to be factored into emergency plans for the region (Kaye 2011).

Emergency procedures in the Meyers Area are guided by the El Dorado County Multi-jurisdictional Emergency Management Plan (EMP). The EMP provides a framework to guide the El Dorado County's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. Additionally, consistent with existing conditions all projects within the Meyers Area Plan would be required to undergo subsequent project-level permitting and environmental review, which would require the evaluation of hazards related to earthquake-related tsunami and seiche and measures (e.g., site-specific notification and evacuation procedures) may be required as appropriate.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

92. Will the Project result in changes in currents, or the course or direction of water movements? (TRPA 3a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to the course or direction of water movements. Stream modifications are limited by the provisions of Chapter 63 (Fish Resources) of the TRPA Code of Ordinances, which requires protection of fish resources, and Sections 61.3.3 (Protection of Stream Environment Zones- SEZs) and 30.5 (Prohibition of Additional Land Coverage in Land Capability Districts 1a, 1c, 2, 3, and 1b – SEZs), which require protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur under the Meyers Area Plan that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, and TRPA Code sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

93. Will the Project result in changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? (TRPA 3b)

See discussions and analyses for Question 85.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

94. Will the Project result in alterations to the course or flow of 100-year floodwaters? (TRPA 3c)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS. The Meyers Area would not alter or revise the regulations pertaining to floodplains in Section 35.4 (Floodplains) of the TRPA Code of Ordinances or Title 8 of the El Dorado County Code. Portions of the Meyers Area Plan are located within the 100-year floodplain, as discussed under Question 88 above. All future development within the Meyers Area Plan would be required to meet both the requirements of Chapter 35 (Natural Hazard Standards) of the TRPA Code of Ordinances and Title 8 of the El Dorado County Code related to floodplain management and structural development.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

95. Will the Project result in change in the amount of surface water in any water body? (TRPA 3d)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. Consistent with existing conditions, projects that could occur under the Meyers Area Plan with subsequent approval that would require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 (Basic Services) and 60 (Water Quality) of the TRPA Code of Ordinances. These regulations pertain to the provision of basic services to projects and the protection of source water.

The potential impact of development and redevelopment within the Tahoe Region, including development within the Meyers Area, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11) and discussed in detail in Questions 159 and 167 below. Because the regional water demand at build-out would be less than the regional surface water allocation, and because TRPA Code of Ordinances Section 32.4 requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the Meyers Area Plan would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

96. Will the Project result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

See discussions and analyses for Question 82 above. The Meyers Area Plan would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 (Water Quality) of the TRPA Code of Ordinances includes standards for discharge limits to surface and ground waters and Title 8 of the El Dorado County Code regulates urban runoff and stormwater quality. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Meyers Area Plan would be required to meet the discharge standards of the Lahontan Regional Water Quality Control Board and applicable stormwater discharge permits. All projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code of Ordinances) would continue to be required for all properties within the Meyers Area Plan, the Meyers Area Plan would not result in discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

97. Will the Project result in alteration of the direction or rate of flow of ground water? (TRPA 3f)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The Meyers Area Plan would not alter or revise the regulations pertaining to excavations that could intercept or otherwise interfere with groundwater. Section 33.3 (Grading Standards) of the TRPA Code of Ordinances prohibits excavations, except under certain defined and permitted conditions, that interfere with or intercept the high water table by: altering the direction of groundwater flow; altering the rate of flow of groundwater; intercepting groundwater; adding or withdrawing groundwater; or raising or lowering the groundwater table. Additionally, excavation in excess of 5 feet below ground surface (or less in areas of known high groundwater) is generally prohibited because of the potential to intercept or interfere with groundwater (Section 33.3.6 Excavation Limitations, TRPA Code of Ordinances). Such excavations may be permitted under certain defined conditions (Section 33.3.6.B of the TRPA Code of Ordinances), and in such cases it must be demonstrated in a soils/hydrologic report that no interference or interception of groundwater would occur as a result of the excavation. Therefore, consistent with existing conditions, future projects that may occur within the Meyers Area Plan are subject to subsequent environmental review and permitting by El Dorado County and/or TRPA, which would require the project applicant to demonstrate compliance with Chapter 33 (Grading and Construction) of the TRPA Code of Ordinances and the protection of groundwater.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

98. Will the Project result in change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)

See discussions and analyses for Questions 95 through 97 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

99. Will the Project result in substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)

See discussion and analysis in Question 95 above and analyses in Questions 159 and 167 below which conclude that potential impact of development and redevelopment within the Lake Tahoe Region, including development within the Meyers Area Plan boundary, on the availability of public water supplies would not have an impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

100. Will the Project result in exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i)

See discussions and analyses for Questions 88, 90, 91, and 94 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

101. Will the Project result in potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)

See discussions and analyses for Questions 95 through 97 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

102. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)

Sources of drinking water are located within the project area (and therefore within 600 feet of a drinking water source); however, the Meyers Area Plan would not alter or revise the regulations pertaining to source water protection and is therefore consistent with the goals of the Regional Plan and the RPU EIS. Chapter 60 (Water Quality) of the TRPA Code of Ordinances includes protections for drinking water sources. Specifically, Section 60.3.3.C.1 of the TRPA Code of Ordinances identifies a Source Water Protection Zone that includes a 600-foot radius around wells, lake intakes, and springs assessed by TRPA. TRPA's Source Water Assessment Map identifies three (3) wells located in the boundary of the Meyers Area Plan; however, the buffer of a fourth well (600 ft. radius around the well) intersects the northern part of the Meyers Area Plan within the Meyers Recreation and Upper Truckee River Corridor (Conservation) Zoning Districts. All development within Source Water Protection Zones is subject to the requirements of Section 60.3.3.D (Review of Proposed Possible Contaminating Activities Located in Source Water

Protection Zones), including installation of water quality BMPs and development of a spill control plan. Any subsequent projects allowed within the Meyers Area Plan would be subject to permitting by El Dorado County and/or TRPA. Consistent with existing conditions, permit applicants within 600 feet of a drinking water source would be required to demonstrate compliance with the source water protection provisions in Chapter 60 (Water Quality) of the TRPA Code of Ordinances and Section 60.3, Source Water Protection.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.12 Land Use and Planning

This section presents the analyses for potential impacts to land use and planning. Table 24 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 24: Land Use and Planning				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
103. Physically divide an established community? (CEQA Xa)				X
104. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA Xb)				X
105. Conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
106. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)				X
107. Expand or intensify an existing non-conforming use? (TRPA 8b)				X

103. Would the Project physically divide an established community? (CEQA Xa)

There are no new freeways, highways, roads, railroads, fences, trenches, or other linear features proposed in the Meyers Area Plan that would physically divide the Meyers community.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

104. Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA Xb)

The Meyers Area Plan updates the existing Meyers Community Plan (adopted in 1993) to bring it into conformance with TRPA Regional Plan and the El Dorado County General Plan. The Area Plan refines the Regional Plan Conceptual Land Use Map and General Plan Land Use Diagram. Figure 1b visually depicts the land use changes in the Meyers Area. The Area Plan proposes several amendments to the Regional Land Use Map including re-designating of approximately 50.7 acres that include the existing Tahoe Paradise Golf Course from Residential (PAS 122) to Recreation, re-designating approximately 28.2 acres that include the existing KOA campground and a vacant group facility from Conservation to Recreation, re-designating approximately 4.7 federal and state-owned acres from Mixed-Use to Recreation, and re-designating approximately 13.7 acres that include multi-family residential uses from residential to mixed-use (which would allow for multi-family residential and limited tourist accommodation uses). The proposed revisions more accurately reflect existing uses, are consistent with all Regional Plan and General Plan policies and incorporate applicable policies and regulations of both plans to avoid or mitigate an environmental effect.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

105. Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc)

The Meyers Area Plan will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist within the boundaries of, or in close proximity to, the Meyers Area Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

106. Will the Project include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)

All permissible land uses in the Meyers Area Plan match the land use categories and descriptions listed in Chapters 21 (Permissible Uses) and 22 (Temporary Uses, Structures, and Activities) in the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

107. Will the Project expand or intensify an existing non-conforming use? (TRPA 8b)

Multi-family dwellings are a non-conforming use in the Upper Truckee River Land Use District under the existing Meyers Community Plan that would be permissible within the Upper Truckee Residential/Tourist District under the Meyers Area Plan. There are approximately 81 total parcels within the Meyers Area Plan Upper Truckee Residential/Tourist District that could be developed with multi-family dwellings, of which 32 are currently developed with single-family and multi-family dwellings. The changes to the permissible land uses proposed by the Meyers Area Plan would reclassify the existing non-conforming multi-family dwellings west of SR 89 as permissible.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.13 Mineral Resources (CEQA) and Natural Resources (TRPA)

This section presents the analyses for potential impacts to mineral resources and natural resources. Table 25 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 25: Mineral Resources and Natural Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
108.Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIa)				X
109.Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIb)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
110.A substantial increase in the rate of use of any natural resources? (TRPA 9a)				X
111.Substantial depletion of any non-renewable natural resource? (TRPA 9b)				X

108. Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIa)

There are no mapped mineral resources within the Meyers Area Plan, nor does any specific plan or other plan, such as the TRPA Regional Plan and Plan Area Statement, identify any sites within the Meyers Area Plan as an important mineral recovery site.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

109. Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIb)

See discussion and analysis for Question 108 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

110. Will the Project result in a substantial increase in the rate of use of any natural resources? (TRPA 9a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The use of natural resources, such as construction wood or metals, or gasoline would increase incrementally as more commercial, tourist, recreational, and residential developments are constructed as envisioned in the Meyers Area Plan. The RPU EIS (TRPA 2012a, page 5-3) acknowledged the potential increase in the use of natural resources resulting from increased development and redevelopment within the Tahoe Region, however any project permitted through the Meyers Area Plan would be subject to project level environmental review and site-specific mitigation measures if necessary. Therefore, any increase in the rate of use of natural resources would not be substantial and would not be in quantities that would result in a significant effect.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

111. Will the Project result in a substantial depletion of any non-renewable natural resource? (TRPA 9b)

Non-renewable natural resources such as gasoline and diesel would be consumed during the construction of development projects; however, the potential for new development would be limited through restrictions to TRPA regulated commodities (see project description) such as commercial floor area, residential allocations and tourist accommodation units. Because construction would be limited and would not require quantities of non-renewable resources beyond those of typical residential and commercial construction, projects associated with the Meyers Area Plan would not result in substantial depletion of any non-renewable natural resource.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.14 Noise

This section presents the analyses for potential impacts related to noise. Table 26 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 26: Noise				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
112.Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (CEQA XIIa)			X	
113.Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIb)			X	
114.A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIc)			X	
115.A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIId)			X	
116.For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIf)				X
117.For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIe)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
118.Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the				X

applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)				
119.Exposure of people to severe noise levels? (TRPA 6b)				X
120.Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)				X
121. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? (TRPA 6d)				X
122. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA 6e)				X
123.Exposure of existing structures to levels of ground vibration that could result in structural damage? (TRPA 6f)				X

112. Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (CEQA XIIa)

The Meyers Area Plan applies the CNEL standards set forth in the applicable PASs and community plans, including standards that apply to the highway corridors (i.e., the area within 300 feet from the roadway edge) influenced by traffic noise. The Meyers Area Plan sets forth the following CNEL noise standards (the existing PAS and community plan standards are shown in parenthesis):

- CNEL of 65 dBA for the Meyers Community Center District, Meyers Industrial District, and highway corridors [300 feet each side of US 50 and SR 89]; (65 CNEL, Meyers Community Center District daytime 55 Hourly Leq db/75 Maximum Level db, nighttime 45 Leq db/60 Maximum Level db; Meyers Industrial District daytime 60 Hourly Leq db/75 Maximum Level db, nighttime 50 Leq db/70 Maximum Level db)).
- CNEL of 55 dBA for the Upper Truckee Residential/Tourist District and the Meyers Recreation District.
- CNEL of 50 dBA for the Upper Truckee River Corridor District; (65 CNEL, daytime 55 Hourly Leq db/75 Maximum Level db, nighttime 45 Leq db/60 Maximum Level db).

The proposed noise standards reduce the existing CNEL standards from the applicable community plans and bring the standard into compliance with the TRPA threshold noise standards.

Aside from short-term construction-related noise increases (discussed in Question 119 below), development associated with the Meyers Area Plan would not result in a significant long-term increase in existing CNEL levels, as discussed below.

Noise/Land Use Compatibility

The potential for noise conflicts from development, including construction of additional residential, commercial floor area, industrial facilities, recreational facilities, and infrastructure such as roadway improvements, that is expected to occur under the Meyers Area Plan, includes conflicts as a result of adjacent land uses and their operational aspects. While generally the El Dorado County General Plan and the TRPA Regional Plan address these conflicts through the land use designation, zoning identification, and development standard process, the potential exists for some development allowed under current land use designations and zoning to have operational aspects that could create noise impacts on other adjacent land uses. The Meyers Area Plan is designed to locate uses associated with higher noise potential together through the use of districts, which clusters similar noise-producing uses together. Similarly, districts with higher potential noise levels are clustered together. The layout of the districts in the area plan also reflects current use types in a particular portion of the Area Plan so that new low-noise uses are not located near existing higher noise level uses. As shown above, each district has its own noise standard appropriate for the types of uses allowed in that district. In addition, districts that have the potential for higher noise levels (Meyers Community Center District and Meyers Industrial District) are separated from the more sensitive districts (Meyers Recreation District, Upper Truckee Residential/Tourist District, and Upper Truckee River Corridor District) by SR 89 and US 50, except for the Tahoe Paradise Golf Course located adjacent to the Meyers Community Center District. Therefore, the placement and layout of the districts along with the permissible uses limited to each district prevent land use conflict associated with noise.

El Dorado County's General Plan noise policies would provide expanded protection from noise by requiring noise analysis and mitigation when proposed uses are likely to exceed established noise limits (See policies under Health Safety and Noise Element Objective 6.5.1). The analysis will address the potential for adverse noise levels based on the criteria contained in Table 6-2 of the County General Plan and integrate mitigation into project design as needed. Further, the County and/or TRPA would only approve projects that can demonstrate compliance with the applicable noise standards.

Traffic-Related Noise

The community noise equivalent level (CNEL) standard for the mixed-use portions of the Area Plan is 65 dBA. Noise monitoring occurred in July 2011 (during peak traffic periods) at two locations along US 50 within the Meyers Area Plan boundary and one location on SR 89 just south of the Area Plan Boundary. Average monitored CNEL levels around Meyers ranged from 58.6 to 61 dBA, indicating that the 65 dBA standard was being met. The CNEL noise standard for the US 50 corridor outside of Meyers is 65 dBA. Based on monitored noise levels within Meyers, this standard is also likely being met in the vicinity. The noise standard for SR 89 outside of Meyers is 55 dBA. Noise monitoring along SR 89 just south of Meyers measured an average CNEL of 59.4 dBA, indicating that this standard was not being met. According to the Noise Analysis (Appendix F) prepared by j.c. brennan & associates (2016), the existing noise environment in the project area is defined primarily by traffic on US 50 and some area roadways such as SR 89, as well as aircraft activity. A substantial amount of noise is generated outside of the Area Plan boundary as vehicles decelerate or accelerate. Other noise sources include existing industrial and public service uses that occur in proximity to existing residences. Noise measurements collected on June 2nd and 3rd, 2016 at four locations within the plan area are shown in Table 27.

Table 27: Summary of Measured Ambient Noise Levels June 2-3, 2016

Site	Measured Ldn, dBA	Average Hourly Daytime & Evening, dBA (7:00am - 10:00pm)			Average Hourly Nighttime, dBA (10:00pm – 7:00am)		
		Leq	L50	Lmax	Leq	L50	Lmax
A	55	54	42	72	46	35	64
B	49	44	41	63	42	40	54
C	61	59	57	75	53	43	69
D	62	60	56	75	55	40	72

Source: j.c. brennan & associates, Inc. - 2016

Predicted existing traffic noise levels on Highway 50 and Highway 89 (see Appendix F) are presented in Table 28.

Table 28: Predicted Existing Traffic Noise Levels

Roadway	Traffic Noise Level, CNEL	Distance to Noise Contours	
		60 dB Ldn	65 dB Ldn
Highway 50	65 dB @ 100-feet	224-feet	104-feet
Highway 89	62 dB @ 100-feet	140-feet	65-feet

Sources: j.c. brennan & associates, Inc., and FHWA RD-77-108

A comparison of predicted Community Plan noise contributions compared to Area Plan noise contributions is shown in Table 29. The FHWA traffic noise prediction model indicates the Area Plan will result in a 0.2 dB CNEL (1dB CNEL rounded) increase in traffic noise levels. The increase in traffic noise levels on SR 89 would be similar to the increase on US 50. Using this conservative assumption, modeling predicts a 0.3 dB increase in traffic noise levels for the Community Plan, and a 0.5 dB increase for the Area Plan. Therefore, the Area Plan would not result in a significant increase in traffic noise levels and would not exceed the Area Plan criteria of 65 dB CNEL at a distance of 300-feet from the roadway.

Table 29: Predicted Community Plan and Area Plan Contributions to Increases in Highway 50 Traffic Noise Levels

Scenario	Traffic Noise Level, CNEL	Distance to Noise Contours	
		60 dB CNEL	65 dB CNEL
Community Plan (1,378 Additional Trips at any segment of Highway 50)*	65 dB @ 100-feet	231-feet	107-feet
Area Plan (1,968 Additional Trips at any segment of Highway 50)**	66 dB @ 100-feet	234-feet	109-feet

Sources: j.c. brennan & associates, Inc., and FHWA RD-77-108

* Total trip generation of the Community Plan is 2,756 one way trips. Only 50% will be on any Hwy 50 roadway element (1,378 trips)

** Total trip generation of the Area Plan is 3,936 one way trips. Only 50% will be on any Hwy 50 roadway element (1,968 trips)

No specific stationary noise sources are proposed for the Area Plan, but those uses will be required to comply with County and Area Plan noise level criteria. To ensure that generated noise levels do not exceed standards established for the Meyers Area Plan, the Area Plan (Ch. 4, Environmental Conservation Element) incorporates a noise mitigation policy designed toward reducing noise levels that exceed threshold standards:

- **Mitigate Noise Sources.** Mitigate noise sources that exceed applicable threshold standards and implement all applicable elements of regional noise reduction programs. Priorities for noise mitigation include the interface between commercial or industrial uses (including the boat inspection station) and residential areas, and major roadways surrounding Meyers (including US 50 from Echo Summit to Meyers, SR 89 from Meyers through Christmas Valley, and Pioneer Trail east of Meyers).

In addition, TRPA revised TRPA Code of Ordinances Section 68.8.3 to require that all substantial transportation projects in transportation corridors that are not in attainment of adopted CNEL standards incorporate mitigating design features to achieve adopted standards. To inform mitigation efforts, TRPA will be conducting targeted transportation corridor noise studies.

Further, El Dorado County and/or TRPA would continue to evaluate individual projects within Meyers at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in Chapter 68 (Noise Limitations) of the TRPA Code of Ordinances.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

113. Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIb)

As is the case under existing conditions, construction activities associated with implementing projects under the Meyers Area Plan could potentially expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels. Construction activities associated with new development and redevelopment could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA L_{max} at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA L_{max} at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17). During construction, nearby residences and other noise-sensitive receptors could be exposed to noise levels that exceed TRPA standards outside of the exempt hours between 8:00 a.m. and 6:30 p.m., and/or expose nearby noise-sensitive receptors to excessive or severe noise levels. Therefore, construction activities could expose people to severe and/or nuisance noise levels unless measures are incorporated on a project-specific basis. However, TRPA adopted (November 20, 2013) additional best construction practices policies and revisions to the Initial Environmental Checklist (IEC) to address these issues. The TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use

of sonic pile driving instead of impact pile driving, wherever feasible. As required by TRPA Code Chapter 3, any project with potentially significant impacts would require mitigation.

El Dorado County's General Plan noise policies would provide expanded protection from noise. Any project with potentially significant impacts would be required to complete a noise analysis and mitigation when proposed uses are likely to exceed established noise limits (See policies under Health Safety and Noise Element Objective 6.5.1). The analysis will address the potential for adverse noise levels based on the criteria contained in Tables 6-2 and 6-4 (copied below) of the County General Plan and integrate mitigation into project design as needed.

El Dorado County General Plan Table 6-2 Noise Level Performance Protection Standards for Noise Sensitive Land Uses Affected by Non-Transportation* Sources						
Noise Level Descriptor	Daytime 7 a.m. – 7 p.m.		Evening 7 p.m. – 10 p.m.		Night 10 p.m. – 7 a.m.	
	Community	Rural	Community	Rural	Community	Rural
Hourly Leq, dB	55	50	50	45	45	40
Maximum level, dB	70	60	60	55	55	50
<p>Notes:</p> <p>Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).</p> <p>The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.</p> <p>In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all effected property owners and approved by the County.</p> <p>*Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.</p>						

The El Dorado County Zoning Ordinance allows for construction (e.g., construction, alteration or repair activities) during the daylight hours provided that all construction equipment shall be fitted with factory installed muffling devices and maintained in good working order.

El Dorado County General Plan Table 6-4 Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Rural Centers – Construction Noise			
Land Use Designation	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
All Residential (MFR, HDR, MDR)	7 am–7 pm	55	75
	7 pm–10 pm	50	65
	10 pm–7 am	40	55
Commercial, Recreation, and Public Facilities (C, TR, PF)	7 am–7 pm	65	75
	7 pm–7 am	60	70
Industrial (I)	Any Time	70	80
Open Space (OS)	7 am–7 pm	55	75
	7 pm–7 am	50	65

The TRPA and El Dorado County do not contain standards for evaluating vibration levels. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Vibration criteria developed by Caltrans indicate that the threshold for damage to structures ranges from 2 to 6 in/sec. One-half this minimum threshold or 1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur it notes as 0.1 in/sec p.p.v.

Vibration is like noise in that it involves a source, a transmission path, and a receiver. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 30 shows the typical vibration levels produced by construction equipment. It is not expected that vibration due to construction will result in architectural damage (1.0 in/sec p.p.v.).

Table 30: Vibration Levels for Varying Pieces of Equipment		
Type of Equipment	Peak Particle Velocity @ 25 feet	Approximate Velocity Level @ 25 feet
Large Bulldozer	0.089 (inches/second)	87 (VdB)
Loaded Trucks	0.076 (inches/second)	86 (VdB)
Small Bulldozer	0.003 (inches/second)	58 (VdB)
Auger/drill Rigs	0.089 (inches/second)	87 (VdB)
Jackhammer	0.035 (inches/second)	79 (VdB)
Vibratory Hammer	0.070 (inches/second)	85 (VdB)
Vibratory Compactor/roller	0.210 (inches/second)	94 (VdB)
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006		

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

114. Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIc)

See discussion and analysis for Question 112 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

115. Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIId)

See discussion and analysis for Question 113 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

116. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIf)

According to the El Dorado County General Plan Lake Tahoe Airport Noise Contour Map and the noise contour map contained in the South Tahoe Airport Land Use Plan, the project area is located just outside the noise contours for the Lake Tahoe Airport, and therefore does not expose people working in the project area to excessive noise levels from aircraft.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

117. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIIf)

The project area is not within the vicinity of a private airstrip and therefore does not expose people working in the project area to excessive noise levels from aircrafts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

118. Would the Project result in increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)

See the response to Question 112, above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

119. Would the Project result in exposure of people to severe noise levels? (TRPA 6b)

See the response to Question 112, above.

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from and is consistent with the RPU EIS.

Construction activities associated with new development and redevelopment within Meyers could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA Lmax at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA Lmax at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17). Construction activities that occur between 8:00 a.m. and 6:30 p.m. are exempt from TRPA CNEL standards.

TRPA adopted (November 20, 2013) additional best construction practices policies regarding noise generation. The TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible.

In addition, the Meyers Area Plan incorporates noise mitigation (Environmental Conservation Element Section C.13) to reduce noise impacts:

13. Mitigate Noise Sources. Mitigate noise sources that exceed applicable threshold standards and implement all applicable elements of regional noise reduction programs. Priorities for noise mitigation include the interface between commercial or industrial uses (including the boat inspection station) and residential areas, and major roadways surrounding Meyers (including US 50 from Echo Summit to Meyers, SR 89 from Meyers through Christmas Valley, and Pioneer Trail east of Meyers).

Therefore, subsequent projects under the Meyers Area Plan would not expose onsite-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

120. Will the Project result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

Single-event noise standards are set forth in Section 68.3.1 of the TRPA Code of Ordinances for aircraft, water craft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. Development allowed within the existing PASs and community plans, as well as with adoption of the Meyers Area Plan, could involve uses that include these types of motorized vehicles. As is the case under existing conditions, new uses involving over-snow vehicles (e.g., snowmobile courses and cross-country ski facilities) would be required to meet the TRPA Code provisions pertaining to single-event noise.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

121. Will the Project result in the placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? (TRPA 6d)

Existing noise measurements were collected at four locations within or near the Meyers Area Plan (see Noise Report Figure 1 in Appendix F):

- A – North Upper Truckee Road – 44 dBA
- B – SR 89 – 49 dBA
- C – US 50 – 61 dBA
- D – Pioneer Trail – 62 dBA

Site D is located outside the Area Plan boundary, but Site C is located within the mixed-use Town Center area along US 50. The existing noise level reading at Site C is just above 60 dBA, and this area allows both residential housing and tourist accommodations. Since the Meyers Area Plan incorporates noise mitigation (Environmental Conservation Element Section C.13) to reduce existing noise levels and noise impacts from future individual projects, and such projects would be subject to review and implementation of noise mitigation measures, if needed per TRPA Code of Ordinances Chapter 3 requirements, implementation of the Area Plan is not expected to result in exposure of residents or tourists to severe noise environments.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

122. Will the Project result in the placement uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA 6e)

The Meyers Area Plan updates the existing Meyers Community Plan (adopted in 1993) to bring it into conformance with TRPA Regional Plan and the El Dorado County General Plan. The Area Plan refines the Regional Plan Conceptual Land Use Map and General Plan Land Use Diagram, and proposes several amendments to the Regional Land Use Map. The proposed revisions more accurately reflect existing uses, are consistent with all Regional Plan and General Plan policies and incorporate applicable policies and regulations of both plans to avoid or mitigate an environmental effect. Revisions to the area plan include re-designating land within the existing Tahoe Paradise Golf Course from Residential to Recreation and re-designating land within the existing KOA campground and a vacant group facility from Conservation to Recreation to correctly reflect the existing uses. The Area Plan also re-designates multi-family residential uses from residential to mixed-use, which would allow for multi-family residential and limited tourist accommodation uses within the Upper Truckee Residential/Tourist area (MAP-3) and the Town Center (MAP-1). New residential and tourist accommodation uses are prohibited within the Area Plan Industrial Area (MAP-2), and commercial and industrial uses are prohibited within the Upper Truckee

Residential/Tourist Area. Some commercial and industrial uses are permitted within the Town Center, which also allows residential and tourist accommodation uses; however, there are few existing residential units and those units are currently adjacent to existing commercial uses. It is anticipated that future residential units would be part of a mixed-use development and properly designed to reduce noise impacts from adjacent commercial uses.

Since the Meyers Area Plan incorporates noise mitigation (Environmental Conservation Element Section C.13) to reduce noise impacts from future individual projects and such projects would be subject to review and implementation of noise mitigation measures, if needed per TRPA Code of Ordinances Chapter 3 requirements, implementation of the Area Plan is not expected to result in incompatible land uses or noise environments.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

123. Will the Project expose existing structures to levels of ground vibration that could result in structural damage? (TRPA 6f)

See the response to Question 113, above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

6.4.15 Population and Housing

This section presents the analyses for potential impacts to population and housing. Table 31 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 31: Population and Housing				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
124. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIIIa)			X	
125. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb)			X	
126. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
127. Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)				X
128. Include or result in the temporary or permanent displacement of residents? (TRPA 11b)				X

<p>129. Affect existing housing, or create a demand for additional housing?</p> <p>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions: (1) Will the proposal decrease the amount of housing in the Tahoe Region? (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? (TRPA 12a)</p>				X
<p>130. Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)</p>				X

124. Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIIIa)

The Meyers Area Plan would implement the mixed-use zoning concepts envisioned by the Regional Plan and the existing Meyers Community Plan and analyzed in the RPU EIS (TRPA 2012a). The TRPA Regional Plan would result in changes to the overall density and distribution of the region's population and gradually increase the density of the population within centers such as the Meyers community and simultaneously reduce lower-density uses outside these centers. Although this represents a change in the density and distribution of the region's population, such changes are not anticipated to result in environmental degradation. The transition to higher-density, compact, transit-oriented development is anticipated to reduce environmental impacts associated with traffic (vehicle miles traveled), air quality, land disturbance, infrastructure expansion, and other environmental issue areas and to provide opportunities for stream environment restoration and improved water quality control facilities which would be beneficial. The proposed changes to land use zoning and development patterns associated with the Meyers Area Plan would bring the existing Meyers Community Plan into alignment with the location, distribution and growth rate of the human population planned for the region consistent with the TRPA Regional Plan. Growth within the Meyers community would continue to be constrained to that which is allowed by the growth management system set forth in Chapter 50 (Allocation of Development) of the TRPA Code of Ordinances, and described in the project description, thus this impact is considered less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

125. Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb)

The Project does not displace housing or necessitate the construction of replacement housing elsewhere but rather incentivizes the transfer of existing residential uses located in sensitive land or distant from community centers to transfer to community mixed-use centers. One of the intents of the plan is promote residential uses within the mixed-use centers to promote walkability and feasibility of alternative transportation options and adhere to statutory requirements of the Sustainable Communities Strategy to reduce passenger vehicle-related greenhouse gas emission in California.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

126. Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc)

See discussions and analyses for Questions 124 and 125 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

127. Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)

See discussion and analysis for Question 124 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

128. Will the Project include or result in the temporary or permanent displacement of residents? (TRPA 11b)

See discussion and analysis for Question 124 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

129. Will the Project affect existing housing, or create a demand for additional housing?

(1) Will the proposal decrease the amount of housing in the Tahoe Region? (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? (TRPA 12a)

- (1) Existing residences within the Meyers Area include a mix of single-family and multi-family dwellings. The amount and timing of additional housing units within the Region, including the Meyers area, is limited by TRPA's existing growth management provisions. The Area Plan permits multiple-family dwellings and single-family dwellings in the Community Center District and Upper Truckee Residential/Tourist District, and conditionally allows employee housing in the

Community Center, Upper Truckee Residential/Tourist, and Recreation Districts. Multiple person and nursing facilities are also conditionally allowed in the Community Center District. In general, the Area Plan allows affordable housing in more areas than the Community Plan. Therefore, implementation of the Meyers Area Plan would not result in a decrease in the amount of housing available in the Lake Tahoe Region.

- (2) This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

Within the Meyers Area Plan, the County and the TRPA recently approved the California Conservation Corps dormitory housing project (housing 84 corps members), which was recently constructed. Implementation of the Meyers Area Plan policies promote residential mixed-use projects in appropriate districts within the Area Plan and is expected to provide opportunities for additional housing without displacing existing affordable housing units. The Meyers Area Plan does not include the removal of affordable housing units, unless such units are transferred from sensitive land to more appropriate areas within the Meyers Area Plan.

Additionally, Regional Plan Policy HS-1.2 requires local governments to assume their “fair share” of the responsibility to provide low and very low-income housing. In accordance with Regional Plan Goal HS-3 and Policy HS-3.1 (TRPA 2012d), TRPA is required to develop and implement a Regional Housing Needs Program. The Housing Needs Program will evaluate progress towards the adopted housing goals and recommend policy and ordinance changes necessary to achieve those goals. Changes may include, but are not limited to, the conversion of residential allocations to bonus units that would be available only for the construction of affordable, low-income, and/or moderate-income housing, the creation of new bonus units for affordable housing and modification of development standards to promote housing affordability. For these reasons implementation of the Meyers Area Plan and other housing programs implemented on a regional scale is likely to increase the number of affordable units within the Tahoe region.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

130. Will the Project result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)

See discussion and analysis for Question 129 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.16 Public Services

This section presents the analyses for potential impacts to public services. Table 32 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 32: Public Services				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
131. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities? (CEQA XIVa)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?				
132. Fire protection? (TRPA 14a)				X
133. Police protection? (TRPA 14b)				X
134. Schools? (TRPA 14c)				X
135. Parks or other recreational facilities? (TRPA 14d)				X
136. Maintenance of public facilities, including roads? (TRPA 14e)				X
137. Other governmental services? (TRPA 14f)				X

131. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities? (CEQA XIVa)

With respect to police protection services, the El Dorado County Sheriff's Office provides law enforcement services within the area. The office is located at 1360 Johnson Boulevard, in South Lake Tahoe. The California Highway Patrol (CHP) Valley Division, which consists of the greater Sacramento area and the Sierra Nevada foothills to the west, is responsible for all traffic related incidents and assists the El Dorado County Sheriff's Department when necessary. The CHP area office is located at 2063 Hopi Avenue in Meyers. The Valley Division oversees four major highways and miles of county roads in the Region including US 50 and SR 89. Jail facilities are managed by the El Dorado County Sheriff's Department and are located at 1051 Al Tahoe Boulevard. The jail is a Type II facility and may house both pre-sentenced and post-sentenced male and female defendants. The jail has a capacity of 158 beds.

The El Dorado County General Plan public service policies ensure that the County would provide adequate law enforcement services and the necessary funding to ensure adequate law enforcement services and future facilities to meet demands (Public Services and Utilities Element Policy 5.7.3.1). As with other projects developed within Meyers and consistent with existing conditions, environmental review of specific projects would be required to ensure that staffing needs are identified and any physical effect on the environment is properly mitigated. Therefore, impacts associated with implementation of the Meyers Area Plan would be less than significant.

With respect to fire protection services, the Lake Valley Fire Protection District (LVFPD) is a municipal fire department that is primarily organized, equipped, and trained to perform fire suppression duties in structural firefighting, initial attack wildland firefighting, vehicular fires, and initial attack for most incipient events. The LVFPD also provides local paramedic ambulance service. The LVFPD operates Station 7 in the Meyers community. In addition, the LVFPD maintains mutual aid agreements with other fire and emergency response agencies in the Tahoe Region, including the South Lake Tahoe Fire District, and the Forest Service, providing for area-wide fire response and ambulance services both in and outside the community. The LTBMU Tallac Hand Crew provides land management agencies with wildland fire suppression and fuel management resources. In the summer, as many as 130 to 150 staff members are based out of the Meyers Work Center. The LTBMU also operates a fire station (formerly the LVFD station) next to the new LVFD fire station on Keetak Street in the Meyers Industrial District.

The Meyers Area Plan does not propose or identify any new locations for new fire protection or emergency medical facilities. However, the El Dorado County General Plan did adopt policy provisions for future development to ensure adequate fire protection services and incorporation of defensible space in new construction. In addition, compliance with the 2013 California Fire Code would help prevent and minimize the occurrence of fires, thus reducing the need for additional fire protection services. Therefore, impacts associated with implementation of the Meyers Area Plan would be less than significant.

The Lake Tahoe Unified School District (LTUSD) serves a 10.1 square mile area that includes the Meyers community. LTUSD operates one school, the Lake Tahoe Environmental Science Magnet School, near the Meyers Plan Area; however, no District schools are located within the Meyers Plan Area.

For the 2011/2012 school year, the LTUSD had an enrollment of 3,875 students, 3 less students than the previous year (LTUSD 2013) and had approximately 3,900 students during the 2014/2015 school year (LTUSD 2015). Enrollment in LTUSD has declined over the last fifteen years, when enrollment

decreased between 14 and 312 students per year since the 1996/1997 school year, which had 6,000 enrolled students. LTUSD stated that enrollment in grades kindergarten through seven (7) has been fairly consistent. Given the current facilities and stagnant enrollment, LTUSD is not experiencing any capacity issues and does not expect any such issue to occur in the future. With the limited growth allowed by the TRPA Regional Plan that results in a projected growth rate of 10.8% for the next twenty years or 0.58% a year (TRPA 2012a, page 3.12-12) the implementation of the Meyers Area Plan is not expected to exceed the existing capacity or result in a need for new or physically altered governmental facilities. Therefore, impacts associated with implementation of the Meyers Area Plan would be less than significant.

See discussion and analysis in Question 135, below, for parks and recreation impacts.

With respect to other public facilities, there are numerous public service facilities in the Meyers community, including: the Meyers Post Office located in the Meyers Community Center District; the California Highway Patrol Area Office near the agricultural inspection station in the Meyers Community Center District; the Caltrans Meyers Maintenance Station in the Meyers Industrial District; the Department of Food and Agriculture Meyers Inspection Station along US 50 near the center of the Plan Area; the California Conservation Corps (CCC) facility in the Meyers Community Center District; the Lake Valley Fire Protection District fire station and training center (Station 7) in the Meyers Industrial District; the El Dorado County Community Development Agency, Transportation Division (EDCTD) road maintenance and snow removal facility in the Meyers Industrial District; El Dorado County Animal Services animal control facility and shelter in the Meyers Industrial District; El Dorado County Search and Rescue – Lake Tahoe Unit in the Meyers Community Center District; and the LTBMU Meyers Work Center and Meyers Inter-Agency Visitors Center in the in the Meyers Community Center District.

Implementation of the Meyers Area Plan may result in increased demand for community facilities and services as well as a need for new or physically altered governmental facilities. However, the changes in demand to community services and facilities are not expected to result in substantial effects to the physical environment. However, as with other projects developed within Meyers and consistent with existing conditions, environmental review of specific projects would be required to ensure that physical impacts on the environment area fully mitigated.

Given current staffing levels, the proximity of existing police, fire, and emergency service facilities, implementation of County policies to minimize fire risk and reduce demand, as well as declining school enrollment, it is not anticipated that implementation of the Meyers Area Plan would create a need to construct new facilities that, in turn, could require new or improved facilities, the construction of which could result in adverse effects to the environment. However, as with other projects developed within the Meyers area and consistent with existing conditions, environmental review of specific projects would be required to ensure that staffing needs are identified and properly mitigated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

132. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: fire protection? (TRPA 14a)

See discussion and analysis for Question 131 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

133. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: police protection? (TRPA 14b)

See discussion and analysis for Question 131 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

134. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: schools? (TRPA 14c)

See discussion and analysis for Question 131 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

135. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: parks or other recreational facilities? (TRPA 14d)

Development associated with the Meyers Area Plan could generate additional recreation demand by increasing the concentration of residents and visitors in the area. However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of Meyers (i.e. Pat Lowe Multi-use Trail, Tahoe Paradise Golf Course, Meyers Visitor Center, Tahoe Paradise Park, Tahoe Pines Day Use Area, Lake Valley State Recreation Area, Lake Tahoe Environmental Magnet School fields and playground, Lake Tahoe KOA, and other parks, facilities, and ski areas in the surrounding communities). Furthermore the Meyers Recreation District has been zoned for recreation purposes and others zoned as Conservation lands where passive recreation uses are permitted. It is anticipated that implementation of the Meyers Area Plan, including conceptual capital improvement projects identified in the Plan would expand public recreation opportunities within the boundary limits. Therefore, any new demand that is created by development within Meyers is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

The Meyers Area Plan supports the development of new recreational opportunities such as informal trail systems, bicycle and pedestrian trails, recreation access trailheads, development of the Meyers Community Plaza, improvements at the Tahoe Pines Day Use Area (parking, trail undercrossing at the US 50 bridge, river access), and coordination with existing recreation service providers in and near Meyers (Tahoe Paradise Park, Washoe Meadows State Park, and dispersed recreation services) to reflect the vision of the Meyers Area Plan and provide for enhanced services. The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No additional PAOTs have been assigned to the Meyers Area Plan but may be allocated by TRPA to projects on a project-by-project basis. If a proposed new or expanded recreational facility meets TRPA criteria for PAOTs and the project is approved, the number of PAOTs necessary to accommodate the increased level of activity associated with the project would be assigned from the TRPA PAOT reserve pool.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

136. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in maintenance of public facilities, including roads? (TRPA 14e)

As shown in Appendix C, the Meyers Area Plan would maintain policies and practices pertaining to maintenance of public facilities, including roads. The Area Plan would remove duplicate policies or specific policies that have already been implemented and modify other policies to update the plan to reflect contemporary public service needs. As described in the public services vision (Chapter 6, section B of the Meyers Area Plan), “Meyers will continue to serve as a hub for public services and utilities that support the local and regional community”.

The El Dorado County General Plan also includes policies to ensure adequate public facilities, notably those policies requiring new development to demonstrate the availability of adequate services prior to approval (Public Services and Utilities Element Policies 5.7.1.1, 5.7.2.1, 5.7.4.1, 5.7.4.2, and 5.8.1.1). Therefore, subsequent projects under the Meyers Area Plan would be required to pay all appropriate fees associated with the maintenance of public facilities. Any subsequent projects proposed within the community would be subject to permitting by County and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate how any additional public maintenance requirements would be accomplished.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

137. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in other governmental services? (TRPA 14f)

There are no other known governmental services that would be directly affected by development associated with the Meyers Area Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.17 Recreation

This section presents the analyses for potential impacts to recreation. Table 33 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 33: Recreation				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
138. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVa)			X	
139. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVa)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
140. Create additional demand for recreation facilities? (TRPA 19a)				X
141. Create additional recreation capacity? TRPA 19b)				X
142. Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)				X
143. Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)				X

138. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVa)

Development associated with the Meyers Area Plan could generate additional recreation demand by increasing the number of residents and visitors in the area and therefore have an effect on recreational

facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of Meyers (i.e. Pat Lowe Multi-use Trail, Tahoe Paradise Golf Course, Meyers Visitor Center, Tahoe Paradise Park, Tahoe Pines Day Use Area, Lake Valley State Recreation Area, Lake Tahoe Environmental Magnet School fields and playground, Lake Tahoe KOA, and other parks, facilities, and ski areas in the surrounding communities). The Meyers Area Plan also proposes policies and implementing strategies to enhance trailhead access and parking, and biking and pedestrian linkages to recreation uses within and beyond the boundaries of the Meyers Area Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary will limit the disproportional effect on any one recreation site or activity. Furthermore, the Meyers Recreation District has been zoned for recreation purposes and others zoned as conservation where passive recreation uses are permitted. Each of the five districts allow some level of recreational use such as riding and hiking trails. Not all of the 15 different recreational uses are permissible or conditionally permissible within all five districts, but each district allows cross country ski courses and at least four other recreation use types. The types of recreation uses listed in the Meyers Area Plan include: cross country ski courses, day use areas, golf courses, group facilities, outdoor recreation concessions, participant sports facilities, recreation centers, riding and hiking trails, rural sports, snowmobile courses, sport assembly, visitor information center, developed campgrounds, undeveloped campgrounds, and recreational vehicle parks. It is anticipated that development within Meyers could expand public recreation opportunities within the boundary limits. Therefore, any new demand that is created by development within Meyers is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

The Meyers Area Plan supports the development of new recreational opportunities such as informal trail systems, bicycle and pedestrian trails, recreation access trailheads, development of the Meyers Community Plaza, improvements at the Tahoe Pines Day Use Area (parking, trail undercrossing at the US 50 bridge, river access), and coordination with existing recreation service providers in and near Meyers (Tahoe Paradise Park, Washoe Meadows State Park, and dispersed recreation services) to reflect the vision of the Meyers Area Plan and provide for enhanced services. Therefore, the increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the Meyers Area Plan is not expected to result in a substantial physical deterioration of recreation facilities to occur or be accelerated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

139. Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVb)

Development associated with the Meyers Area Plan could generate additional recreation demand by increasing the number of residents and visitors in the area. However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of the Town Center as discussed in Question 138 above. Therefore, any new demand that is created by development within Meyers is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

The Meyers Area Plan supports the development of new recreational opportunities within and outside the area as discussed in Question 138. The approval of any project proposing the creation of additional

recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No additional PAOTs have been assigned to the Meyers Area Plan but may be allocated by TRPA to projects on a project-by-project basis. If a proposed new or expanded recreational facility meets TRPA criteria for PAOTs and the project is approved, the number of PAOTs necessary to accommodate the increased level of activity associated with the project would be assigned from the TRPA PAOT reserve pool.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

140. Will the Project create additional demand for recreation facilities? (TRPA 19a)

As discussed in Question 138, it is anticipated that development within Meyers could expand public recreation opportunities within the boundary limits. Therefore, any new demand that is created by development within Meyers is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

141. Will the Project create additional recreation capacity? (TRPA 19b)

See discussions and analyses in Questions 138 and 139 above that conclude that any potential new demand that is created by development within the Meyers Plan Area is expected to be easily met. Furthermore, the Meyers Area Plan also proposes policies and implementing strategies to enhance trailhead access and biking and pedestrian linkages to recreation uses within and beyond the boundaries of the Meyers Area Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary will limit the disproportional effect on any one recreation site or activity.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

142. Will the Project have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)

The Meyers Area Plan supports the development of new recreational opportunities such as informal trail systems, bicycle and pedestrian trails, recreation access trailheads, development of the Meyers Community Plaza, improvements at the Tahoe Pines Day Use Area (parking, trail undercrossing at the US 50 bridge, river access), and coordination with existing recreation service providers in and near Meyers (Tahoe Paradise Park, Washoe Meadows State Park, and dispersed recreation services) to reflect the vision of the Meyers Area Plan and provide for enhanced services. These improvements would enhance the recreation experience and would not create use conflicts. Any projects permitted through the Meyers Area Plan would be subject to subsequent project-level environmental review and permitting. Goal R-5 of the Regional Plan specifically addresses incompatibility of recreational uses and the associated system for regulating PAOTs (Section 50.9 of the TRPA Code), which would preclude any conflicts between

existing or proposed recreational uses (TRPA 2012d, pages 5-7 and 5-8). Additionally, the potential for expanded land uses to create conflicts between existing land uses was analyzed in Impact 3.11-2 of the RPU EIS (TRPA 2012a, page 3.11-21) and was found to be less than significant due to the existing protections in the goals and policies of the Regional Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

143. Will the Project result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)

The Meyers Area Plan supports the development of new recreational opportunities such as informal trail systems, bicycle and pedestrian trails, recreation access trailheads, development of the Meyers Community Plaza, improvements at the Tahoe Pines Day Use Area (parking, trail undercrossing at the US 50 bridge, river access), and coordination with existing recreation service providers in and near Meyers (Tahoe Paradise Park, Washoe Meadows State Park, and dispersed recreation services) to reflect the vision of the Meyers Area Plan and provide for enhanced services. This would result in an increase of public access to public lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.18 Transportation and Traffic (CEQA) and Traffic and Circulation (TRPA)

This section presents the analyses for potential impacts to transportation, traffic and circulation. Table 34 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 34: Transportation, Traffic and Circulation				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
144.Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (CEQA XVIa)			X	
145.Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (CEQA XVIb)		X		
146.Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (CEQA XVIc)				X
147.Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIId)			X	

148.Result in inadequate emergency access? (CEQA XVIe)			X	
149.Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVI f)			X	
TRPA Initial Environmental Checklist Item	Yes,	No, With Mitigation	Data Insufficient	No
150.Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA 13a)				X
151.Changes to existing parking facilities, or demand for new parking? (TRPA 13b)				X
152.Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)				X
153.Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)		X		
154.Alterations to waterborne, rail or air traffic? (TRPA 13e)				X
155.Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)				X

144. Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (CEQA XVIa)

The Meyers Area Plan would not alter, revise or conflict with applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Consistent with the Regional Plan, development and redevelopment associated with the Meyers Area Plan as a whole, and individual projects therein, that would generate a net increase of 100 daily vehicle trips or more would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B (Standards for Additional or Transferred Development, Traffic Analysis) and 65.2.5.B (Standards for Changes in Operation, Traffic Analysis) of the TRPA Code of Ordinances; although given the low-impact recreation and low-density development of much of the area, and the availability of undeveloped parcels in the mixed-use areas, the probability of such projects outside the Meyers Town Center District is very low. For any new trips that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new trips by requiring an applicant either to: (1) contribute to the Air Quality

Mitigation Fund, or (2) implement regional and cumulative mitigation measures equivalent or greater in cost than the calculated Air Quality Mitigation Fee. In accordance with Section 65.2.4.C (Required Offsets) of the TRPA Code of Ordinances, regional and cumulative mitigation measures may include, but not be limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. The air quality mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Furthermore, all individual projects would be required to meet all applicable LOS standards for roadways and intersection and Vehicle Miles of Travel (VMT) standards which are further discussed in the analysis in Question 145 below.

As analyzed under Question 145 below, daily vehicle trips would increase at a greater rate under the build-out of the Area Plan as compared to the existing Community Plan. However, when considering a comparison of LOS changes along US 50 within Meyers in future 2035 conditions, the LSC Transportation Consultants traffic analysis (Appendix G) indicates that the increase in trips associated with the Area Plan development would not be substantial enough to worsen LOS under the Area Plan as compared to the Community Plan build-out (e.g., both Plans would result in the same LOS under future 2035 conditions). Implementation of mitigation measures provided in the Regional Plan Update EIS for future development projects would ensure no significant impact occurs under either the existing Community Plan or proposed Area Plan build-out assumptions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

145. Would the Project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (CEQA XVIIb)

The Meyers Area Plan would not alter, revise or conflict with an applicable congestion management program including but not limited to, level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways. TRPA is the designated Regional Transportation Planning Agency in the Lake Tahoe Region and has established Level of Service (LOS) standards for roadways and intersections and Vehicle Miles of Travel (VMT) standards.

Existing traffic conditions are documented by Caltrans count data. The most recent Caltrans traffic counts from 2014 on US 50 through Meyers indicate peak hour traffic (summer weekend) of 1,900 vehicles. Average Daily Traffic (ADT) for peak season (August) weekdays entering Meyers north of Pioneer Trail was 17,200 (total of both directions). In 2014, Caltrans data indicated 5,600 peak season ADT along SR 89 south of US 50. More detailed counts were conducted by LSC for El Dorado County in 2010, as documented in *Meyers Operational Study: Phase II* (November 5, 2010). Hourly roadway counts were conducted at multiple locations over five summer days and five fall days. These counts indicated a maximum daily traffic volume of 27,939 and a peak-hour volume of 2,782, both observed on US 50 south of Pioneer Trail. Caltrans Annual Average Daily Traffic (AADT) and peak month Average Daily Traffic (ADT) volumes for the Meyers area for 1993, 2010, and 2014 (the most recent data available) are provided in Appendix G (Table E). As shown, traffic volumes at all locations have declined between 1993 and 2014, for both annual average and peak month conditions.

LSC prepared a Trip Generation Analysis report (Appendix G) to analyze potential trip generation and traffic associated with build-out of the existing Meyers Community Plan and the proposed Meyers Area

Plan. The Trip Generation Analysis established specific quantities of land use for the developable parcels based on the size of the parcel, anticipated use, and development density of the parcel and used the Institute of Transportation Engineers Trip General Manual (9th Edition, 2012) to form the basis of the analysis. The analysis of the existing Community Plan, for comparison to the Area Plan, finds the full build-out of the existing Community Plan approved land uses would potentially generate 3,479 additional daily vehicle trips at the site driveways, including 261 peak hour trips (122 entering / 139 exiting). After adjusting for pass-by trips, the Community Plan land uses would generate 2,756 additional daily vehicle-trips, including 208 peak hour trips (92 entering / 116 exiting) on adjacent roadways.

In comparison, the full build-out of the proposed Area Plan would potentially generate 5,129 additional daily vehicle trips including 381 peak hour trips (192 entering / 189 exiting) prior to adjusting for pass-by trips. After adjusting for pass by trips, the Area Plan land uses on the developable parcels would generate up to 3,936 additional daily and 297 peak hour trips (147 entering / 150 exiting) on adjacent roadways. These calculations assume full build-out of each developable parcel and at maximum development densities allowed by the plan documents.

Note that as the developable parcels used for the build-out assumptions in the analysis are not currently developed (e.g., vacant), the trip generation figures reported above reflect an increase over existing baseline conditions. In comparison to the existing Community Plan, the Area Plan land uses could generate an additional 1,180 daily vehicle trips on average and an additional 89 peak-hour vehicle trips, equivalent to a six percent increase in trip generation over baseline when compared to the Community Plan build-out.

The increase of 89 peak-hour vehicle trips is specifically related to those parcels that would experience a land use change under the Area Plan and represents a 43 percent increase in total trips generated by these specific parcels between the Community Plan and Area Plan. However, these specific parcels represent a relatively small proportion of total existing developed parcels in Meyers and the percent increase in total trip generation throughout Meyers would be much smaller. Considering the total existing trip generation of the Meyers area, the additional trips generated by the Area Plan land uses over the Community Plan land uses is equal to a six percent overall increase (compared to Community Plan build-out) in future Meyers area-wide trip generation. The increase in trip generation attributed to the Area Plan is largely associated with a Community Recreation Center studied for potential development under the Area Plan (e.g., at the southwest corner of US 50/SR 89 on federal and state-owned lands). A new land use provision permitting a potential indoor Recreation Center is not included in the current Community Plan. For the traffic analysis purposes, the potential Recreation Center is assumed to be similar to the Kahle Community Center (Douglas County, NV), and would generate 58 percent of the daily trip generation increase and 63 percent of the peak-hour trip generation increase. While it is not explored in the current analysis, an argument can be made that an indoor recreation center in Meyers would attract Meyers residents who currently travel to other South Lake Tahoe locations for indoor recreation, to make a much shorter trip to a new facility in Meyers. Since there are existing indoor recreation facilities in South Lake Tahoe, South Lake Tahoe residents are unlikely to drive to Meyers for indoor recreation, and it can be argued that a Meyers recreation center would not pull a significant number of trips from South Lake Tahoe residents. Therefore, the overall impact of the new recreation facility may actually reduce trip length and regionwide VMT. This issue would require detailed study in a future environmental document, should a recreation center or other similar project be proposed for the Meyers Town Center in the future. Lodging/residential trip generation growth and commercial trip generation growth also contribute to the predicted increase.

The RPU EIS evaluated roadway segment LOS in 2035 along US 50 in Meyers and on SR 89 south of US 50. The assumptions regarding future development in the Town Center are articulated in Appendix E.7 of the RPU EIS (2012a). These assumptions include an increase in residential, tourist accommodation, and

commercial uses, consistent with the maximum increases that could occur under implementation of the Regional Plan and are greater than or equal to the maximum increases that could occur under the proposed Meyers Area Plan (e.g., the Area Plan reduces densities and height limits assumed for development in the Regional Plan Update). Based on the RPU EIS modeling, roadway LOS in the Meyers Area Plan could decrease to LOS F in 2035 (TRPA 2012a, pages 3.3-41). LOS standards for roadways in Meyers are prescribed in the TRPA Regional Plan, and the Regional Transportation Plan. Roadways must maintain LOS “D” with exceptions during peak periods when LOS “E” may be acceptable for no longer than four hours a day. Individual projects may only cause these standards to be exceeded when multi-modal amenities (i.e. the Transit Service and Pedestrian and Bicycle Facilities proposed for the Meyers Area Plan) are provided to mitigate the traffic generation. As of 2014, US 50 through Meyers operated at LOS “E” for less than four hours per day. As such, the roadway segment currently meets the level of service standard. The addition of traffic associated with Meyers Area Plan build-out could exceed the standard if the Transportation and Circulation Implementation Actions listed in section C of the Meyers Area Plan Transportation and Circulation Element are not implemented concurrently with increases in development and its associated traffic. Existing roadway segments predicted to exceed LOS standards under build-out of the TRPA Regional Plan would see similar impacts under the Area Plan and would continue to be identified as significant impacts; therefore, mitigation measures provided in the TRPA RPU EIS (Measure 3.3-1: Phased Release of Allocations/LOS Monitoring/Travel Demand Management, DEIS page 3.3-43) shall be required for the proposed Meyers Area Plan to ensure potential impacts are reduced to a less than significant level (see required mitigation below).

Recent data on the LOS at the un-signalized intersection of US 50 and SR 89 is not available. Existing intersection turning movement volumes are referenced from traffic counts conducted for the *Meyers Operation Study Phase II* (LSC Transportation Consultants, Inc., November 5, 2010). As noted above, traffic volumes in the Meyers area have not increased since 2010. Therefore, it is assumed that intersection counts conducted in the summer of 2010 remain valid. Appendix G (Table F) presents the intersection traffic volumes used in the LOS analysis.

Future intersection volumes are based on TransCAD model projections provided by TRPA. TRPA provided TransCAD model intersection turning movements for both 2014 and 2035 model years. The 2035 model traffic volumes represent full build-out of the 2012 Regional Plan land uses. According to personal correspondence with TRPA staff (Keith Norberg, 2016), the Regional Plan land use assumptions are consistent with the proposed Meyers Area Plan land uses. The two sets of model traffic volumes are used to estimate growth factors for each intersection turning movement for each study intersection. The resulting traffic volumes, shown in Appendix G (Table F), represent build-out of the Meyers Area Plan. Appendix G also explains the methods used to estimate intersection traffic volumes, calculate intersection LOS and lists the standards used for intersection LOS impact determination.

Appendix G (Table G) summarizes the intersection LOS analysis. For existing conditions, the US 50/Pioneer Trail intersection currently operates at acceptable LOS C and the US 50/SR 89 intersection operates with the worst turning movement at an unacceptable LOS F, under the current stop sign controlled configuration. With the construction of the planned Caltrans roundabout for this intersection, LOS would improve to an acceptable LOS D for existing conditions.

Future (year 2035) LOS at the US 50/Pioneer Trail intersection is computed to be LOS E under both the Area Plan and Community Plan build-out. The LOS E under both scenarios is estimated to occur for no more than four hours on the design day; therefore, the Area Plan build-out would not exceed the LOS standard. Future (year 2035) LOS on the worst movement at the US 50/SR 89 intersection (under both plan scenarios) is computed to be LOS F with the proposed single lane Caltrans roundabout and US 50 westbound traffic bypass lane. This would exceed the acceptable LOS standard and result in a significant cumulative impact. A mitigation measure that provides for intersection improvements, such as the

addition of a second eastbound through traffic lane with two-circulating lanes around the south side of the roundabout, would mitigate the potential cumulative impact and improve LOS to an acceptable LOS D.

Although El Dorado County voted to approve Measure E, which addresses traffic level of impacts and traffic impact mitigation fees in the County, the initiative states Measure E, “is not applicable within the jurisdictions of the Tahoe Regional Planning Agency and the City of Placerville.” However, the text incorporating Measure E into the County’s General Plan does not include that language because it was not listed as a specific policy of the measure. Since the General Plan applies to the Lake Tahoe Region and Meyers, and all projects must be consistent with the General Plan, Measure E may apply to future discretionary projects under the Area Plan, rather than the Area Plan itself. Because the TRPA Regional Transportation Plan (RTP) is consistent with the County General Plan and more restrictive than County transportation policies, compliance with the RTP would have a greater positive effect on the Meyers area traffic than Measure E. Implementation of mitigation measures proposed as part of the RPU and for the US 50/SR 89 intersection under future 2035 year conditions (see the analysis above) would ensure compliance with El Dorado County Measure E.

TRPA and TMPO administer regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Tahoe Basin. The effect of daily trip generation is important as it relates to region-wide VMT. VMT is dependent on the origin and destination of persons traveling to and from uses within the Area Plan boundary and the net increase in region-wide trips after taking into account transferred development. VMT is a measure of automobile travel within the transportation system, and an indicator of the degree of integration between the transportation system and planned uses (i.e., a lower VMT indicates greater beneficial integration of transportation systems and land uses to reduce personal vehicle travel). VMT is also a proxy for regional traffic congestion, as well as for air quality. TRPA adopted a VMT Threshold Standard of 2,067,600 VMT for air quality purposes, which represents a 10 percent reduction from the 1981 VMT level. The most recent estimate of annual VMT provided by TRPA is 1,937,070 (Linking Tahoe: Regional Transportation Plan, 2017).

Implementation of measures to reduce VMT contained in the Meyers Area Plan (Transportation Element and Land Use Element) are important components of the regional VMT reduction effort. Sections 50.4.2 (2013 Additional Allocations) and 50.4.3 (LOS and VMT Monitoring) of the TRPA Code of Ordinances were added to include the phased release of land use allocations followed by monitoring and forecasting of actual roadway LOS. Any subsequent project implemented under the Meyers Area Plan generating a net increase of 100 or 200 daily vehicle trips or more (depending on location) would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B (Standards for Additional or Transferred Development, Traffic Analysis) and 65.2.5.B (Standards for Changes in Operation, Traffic Analysis) of the TRPA Code of Ordinances. El Dorado County, TRPA and TMPO will monitor LOS standards and VMT, and make short-term projections of future conditions every four years. If short-term projections indicate that LOS or VMT standards are likely to be exceeded, TRPA will take actions to ensure standards will be achieved (for example, TRPA could suspend or reduce the number of residential allocations released in future years), and may not release additional development allocations until those standards are met. Any specific impacts identified on Meyers roadway or intersection LOS would require specific roadway improvement mitigation measures at a project level.

The Meyers Area Plan land uses and densities would permit less development than the Regional Plan Update land use assumptions used for the RPU EIS transportation analysis and as such, the impacts to VMT from Area Plan build-out would be less than the VMT impacts reported in the RPU EIS (TRPA 2012a, pages 3.3-47-3.3-49). Implementation of the Meyers Area Plan would be subject to the residential allocation procedures established by the TRPA Code that phases the release of land use allocations contingent upon VMT Threshold being maintained. Therefore, potential impacts related to the VMT

standard are considered to be less than significant with implementation of TRPA RPU mitigation measure 3.3-1 (phasing of development allocations).

Environmental Analysis: *Less than Significant Impact with Mitigation Measures.*

Required Mitigation:

TRPA RPU EIS Mitigation Measure 3.3-1: Phased Release of Allocations/LOS Monitoring/Travel Demand Management.

Implementation of Mitigation Measure 3.3-1 from the TRPA Regional Plan Update Draft EIS (page 3.3-43) will reduce this potential impact to US 50 roadway segments and increased VMT to a less than significant level.

Monitoring Responsibility: Tahoe Regional Planning Agency - Transportation Division

Mitigation Measure Traffic-1: Proportional Share of Obligation for Impacts to the US 50/SR 89 Intersection. If intersection LOS operations are shown to deteriorate below acceptable standards in future agency monitoring, mitigation measures for this intersection will be considered. Modeling estimates show a potential for the US 50/SR 89 intersection to operate at a LOS F in 2035 conditions. However, much of the traffic growth that would result in the predicted level of service is attributed to development outside of the Meyers Area Plan boundary. Therefore, the projects developed under the Meyers Area Plan are only responsible for their proportional share of the proposed mitigation under this scenario. Since the impact is identified under the 2035 scenario, the timing of the improvement is a function of the rate of population and employment growth both within and outside of the Meyers Area Plan boundary. Appropriate mitigation developed at the time that monitoring indicates an impact will occur (as determined by the El Dorado County, Caltrans and TRPA), includes one of the following:

- Prior to issuance of a discretionary approval after determining that mitigation measures are required, fully complete road capacity improvements to prevent new development cumulative traffic impacts from reaching LOS F during peak hours on any highways, arterial roads, and their intersections during weekday, peak-hour periods, OR
- Payment of the project's air quality mitigation fee in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances; assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure (Article 10.8.5).

Monitoring Responsibility: El Dorado County Department of Transportation and Tahoe Regional Planning Agency

Monitoring Requirement: Payment of fees or share of costs, or construction of the improvement shall occur as determined by El Dorado County and Tahoe Regional Planning Agency as traffic conditions require.

146. Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (CEQA XVIc)

The Project provides for bicycle and pedestrian transit improvements and does not change air traffic patterns or air traffic.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

147. Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVID)

Consistent with the TRPA Regional Plan and County General Plan, implementation of the Meyers Area Plan is expected to enhance pedestrian and bicycle safety. Figure 3-1 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Meyers Area Plan. The proposed facilities include:

- Intersection Improvements at US 50/SR 89, US 50/Pioneer Trail, US 50/Apache, and in both intersections of US 50/Upper Truckee Rd.;
- Pedestrian crossings at the Upper Truckee River Bridge on US 50 (pedestrian undercrossing), at US 50/Apache, and at US 50/Santa Fe;
- Shared use paths along the east side of SR 89, along the north side of US 50 from Upper Truckee Road to the existing Pat Lowe Multi-Use Path, and connecting both sides of E. San Bernardino Ave. north of Lake Baron;
- A bike lane on the south side of US 50 from Upper Truckee Road to the US 50/SR 89 intersection;
- A conceptual trail running from US 50 near the US 50/SR 89 intersection north to Washoe Meadows State Park; and
- Bike routes from Pomo Street/SR 89 south along Blitzen Road, from US 50 south along Upper Truckee Road, and along E. San Bernardino Ave.

These facilities will extend and consolidate bicycle and pedestrian access off the highways to increase user safety, and will provide safer crossings throughout US 50. The proposed Meyers Area Plan improvements would separate pedestrian and bicycle travel from roadway travel lanes, thus reducing the potential for conflicts between motor vehicles, bicyclists, and pedestrians. This will result in a beneficial impact.

Relocation of the US 50 pedestrian crossing, currently located 150 feet west of the western Apache Ave. intersection, to the west side of the Apache Ave. intersection and installation of modern Rapid Rectangular Flashing Beacon will improve pedestrian use of the crosswalk as well as pedestrian safety. Due to the limited level of pedestrian activity at this location, no substantial traffic delays would occur.

Other improvements for safer vehicular traffic, and in turn pedestrian/bicycle traffic, include reducing traffic speeds along US 50, implementation of traffic management technologies, chain control area improvements, driveway consolidation, snow removal and storage improvements, intersection improvements as noted above, center lane improvements on US 50 to calm traffic and improve pedestrian safety, relocation of the agricultural inspection station outside the Meyers Area Plan, and improvements to the transit system with development of a transit center and shelters and improved service, which would reduce vehicle traffic in the area and reduce the potential for hazards.

Furthermore, all transportation and traffic related facilities proposed in the Meyers Area Plan would conform to the appropriate federal, state and local roadway, sidewalk intersection design standards (e.g.,

ASHTOO, MUTCD, Caltrans Highway Design Manual and County Roadway Design Standards) for public health and safety reasons.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

148. Would the Project result in inadequate emergency access? (CEQA XVIe)

See discussion and analysis for Questions 76, 79, and 131 above that conclude that implementation of the Meyers Area Plan will not impact emergency evacuation plans or access. The Meyers Area Plan does not include changes to roadways that would impair access and does not propose new public roadways that would not meet emergency vehicle access limits. Likewise, the Meyers Area Plan does not propose new land uses or developments that would impair existing access. All future roadway development within the Meyers Area Plan would be required to meet state and/or local requirements for roadway design to ensure emergency vehicles have appropriate access and turning radius for emergency response.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

149. Would the Project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVIIe)

The Meyers Area Plan would implement policies of the adopted TRPA Regional Plan and County General Plan, which encourages a land use pattern that promotes the use of alternative modes of transportation. The Meyers Area Plan policies call for construction of shared use trails, bike paths, bike lanes, bike routes, pedestrian crossings, and expansion of transit service. It is expected that adding these improvements will improve safety conditions and allow efficient movement of people in the Meyers Area Plan. In addition, the Meyers Design Standards and Guidelines require new development that attracts bicyclists (including retail and service commercial uses, transit and park and ride facilities and recreation uses) to include bike racks.

These facilities will extend bicycle and pedestrian access off the highways to increase user safety, and will provide safer crossings throughout US 50. The proposed Meyers Area Plan improvements would separate pedestrian and bicycle travel from roadway travel lanes, thus reducing the potential for conflicts between motor vehicles, bicyclists, and pedestrians. This will result in a beneficial impact.

Other improvements for safer vehicular traffic, and in turn pedestrian/bicycle traffic, include reducing traffic speeds along US 50, implementation of traffic management technologies, chain control area improvements, driveway consolidation, snow removal and storage improvements, intersection improvements as noted above, center lane improvements on US 50 to calm traffic and improve pedestrian safety, relocation of the agricultural inspection station outside the Meyers Area Plan, and improvements to the transit system with development of a transit center and shelters and improved service, which would reduce vehicle traffic in the area and reduce the potential for conflict.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

150. Will the Project result in generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA 13a)

While the proposed Meyers Area Plan would permit development that could result in generation of 200 or more DVTE, primarily in relation to the Meyers Community Center District, this change is consistent with the increase in development envisioned in the Regional Plan and analyzed in the RPU EIS, which projected a 10 percent reduction in VMT region wide. Further, the proposal under consideration is not a single development project (to which the standard of 100 or more DVTE is applicable), but an Area Plan, the implementation of which would likely result in some level of traffic increase. The number of DVTE is used as a standard to determine whether a traffic study is required.

LSC prepared a Trip Generation Analysis report (Appendix G) to analyze potential trip generation and traffic associated with build-out of the existing Meyers Community Plan and the proposed Meyers Area Plan. The Trip Generation Analysis established specific quantities of land use for the developable parcels based on the size of the parcel, anticipated use, and development density of the parcel and used the Institute of Transportation Engineers Trip General Manual (9th Edition, 2012) to form the basis of the analysis. The analysis finds the Community Plan land uses would potentially generate 3,479 additional daily one-way vehicle trips at the site driveways, including 261 peak hour trips (122 entering / 139 exiting). After adjusting for pass-by trips, the Community Plan land uses would generate 2,756 daily one-way vehicle-trips, including 208 peak hour trips (92 entering / 116 exiting) on adjacent roadways. In comparison, the Area Plan would potentially generate 5,129 daily one-way vehicle trips including 381 peak hour trips (192 entering / 189 exiting) prior to adjusting for pass-by trips. After adjusting for pass by trips, the Area Plan land uses on the developable parcels would generate up to 3,936 daily and 297 peak hour trips (147 entering / 150 exiting) on adjacent roadways. These calculations assume full build-out of each developable parcel and at maximum development densities allowed by the plan documents. Therefore, the Area Plan land uses could potentially generate an additional 1,180 one-way daily vehicle trips on average and an additional 89 peak-hour vehicle trips, which is no more than 45 vehicle trips on any one roadway element during peak hour or equivalent to one additional vehicle-trip every minute, 20 seconds, on average, as compared to the Community Plan. Since Traffic counts show the peak-hour total 2-way traffic volume on US 50 through Meyers is approximately 2,782 vehicles per hour and 27,939 vehicles per day, an increase in 45 vehicles per hour at any one location would be the equivalent of a 2.1 percent increase in trip generation or a 1.6 percent increase in peak-hour trip generation.

The increase of 89 peak-hour vehicle trips is specifically related to those parcels that would experience a land use change under the Area Plan and represents a 43 percent increase in total trips generated by these specific parcels between the Community Plan and Area Plan. However, these specific parcels represent a relatively small proportion of total existing developed parcels in Meyers and the percent increase in total trip generation throughout Meyers would be much smaller. The increase in trip generation is largely associated with a Community Recreation Center, studied for potential development under the Area Plan (e.g., at the southwest corner of US 50/SR 89 on federal and state-owned lands) to provide a more accurate estimate of total trip generation under the Area Plan. The Recreation Center, assumed to be similar to the Kahle Community Center for analysis purposes, would generate an estimated 58 percent of the daily trip generation increase and 63 percent of the peak-hour trip generation increase. Lodging/residential trip generation growth and commercial trip generation growth also contribute to the increase.

The Meyers Area Plan would not alter or revise the regulations pertaining to trip generation. Consistent with the Regional Plan, development and redevelopment associated with the Meyers Area Plan as a whole, and individual projects within the mixed-use areas, could generate 200 or more new daily vehicle trip ends (DVTE). Any subsequent project implemented under the Meyers Area Plan that would generate a net increase of 200 daily vehicle trips or more would be required to prepare a project-level traffic

analyses in accordance with Sections 65.2.4.B (Standards for Additional or Transferred Development, Traffic Analysis) and 65.2.5.B (Standards for Changes in Operation, Traffic Analysis) of the TRPA Code of Ordinances. For any new trips that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new trips by requiring an applicant either to: (1) contribute to the Air Quality Mitigation Fund, or (2) implement regional and cumulative mitigation measures equivalent or greater in cost than the calculated Air Quality Mitigation Fee. In accordance with Section 65.2.4.C of the TRPA Code of Ordinances, regional and cumulative mitigation measures may include, but not be limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. The air quality mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure.

TRPA/TMPO administer regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Lake Tahoe Region. The effect of daily trip generation is important as it relates to region-wide vehicle miles traveled (VMT). VMT is dependent on the origin and destination of persons traveling to and from uses within the Area Plan boundary and the net increase in region-wide trips after taking into account transferred development. VMT is a measure of automobile travel within the transportation system, and an indicator of the degree of integration between the transportation system and planned uses (i.e., a lower VMT indicates greater beneficial integration of transportation systems and land uses to reduce personal vehicle travel). VMT is also a proxy for regional traffic congestion, as well as for air quality. TRPA adopted a VMT Threshold Standard of 2,067,600 VMT for air quality purposes, which represents a 10 percent reduction from the 1981 VMT level.

Data on VMT specific to Meyers is not available, but implementation of measures to reduce VMT contained in the Meyers Area Plan (Transportation Element and Ch. 2, Land Use Element), are important components of the regional VMT reduction effort. Sections 50.4.2 (2013 Additional Allocations) and 50.4.3 (LOS and VMT Monitoring) of the TRPA Code of Ordinances were added to include the phased release of land use allocations followed by monitoring and forecasting of actual roadway LOS. Any subsequent project implemented under the Meyers Area Plan that would generate a net increase of 200 daily vehicle trips or more would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B (Standards for Additional or Transferred Development, Traffic Analysis) and 65.2.5.B (Standards for Changes in Operation, Traffic Analysis) of the TRPA Code of Ordinances. Therefore, TRPA/TMPO will monitor LOS standards and VMT, and make short-term projections of future conditions every four years. If short-term projections indicate that LOS or VMT standards are likely to be exceeded, TRPA will take actions to ensure standards will be achieved, and may not release additional development allocations until those standards are met. Any impacts on roadway or intersection LOS would require mitigation at a project level.

The Meyers Area Plan is consistent with the Regional Plan and analysis of VMT contained in the Regional Plan EIS. The Meyers Area Plan is also subject to the residential allocation procedures established by the TRPA Code that phases the release of land use allocations contingent upon VMT Threshold being maintained. While build-out of the Area Plan (and existing Community Plan) is shown to create more than 200 new DVTE, this is not an indication that a new traffic impact will result to the roadway system. The analysis above documents that traffic levels and VMT projections would be consistent with conclusions included in the RPU EIS and therefore, no new impacts would occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

151. Will the Project result in changes to existing parking facilities, or demand for new parking? (TRPA 13b)

The proposed Meyers Area Plan plans to develop public or shared-use parking areas adjacent to the transit center, commercial establishments, and trailheads to promote a “park once” pedestrian environment. As shown on Figure 3-1 of the Transportation and Circulation Element of the Meyers Area Plan, parking facilities are proposed at the north side of US 50 at SR 89, and at the south side of US 50 near Pioneer Trail within the Meyers Area Plan. Public parking and trailhead facilities should be developed along US 50 at the east and west end of Meyers. At least one additional public parking area should be centrally located in the Meyers Community Center District.

Development of the parking areas would encourage pedestrian movement through the Meyers Commercial Center District and would allow for a central location to access the various trails (existing and proposed) in the area, which would reduce vehicle trips within the community. The proposed parking areas would also address any increase in demand for parking as a result of new tourist and commercial development of the Meyers Area Plan.

In accordance with Section 13.5.3.B.2 (Alternative Parking Strategies) of the TRPA Code of Ordinances and existing conditions, the Meyers Area Plan carries forward shared and area-wide parking strategies to reduce land coverage and make more efficient use of land for parking and pedestrian uses. Furthermore, bicycle access and racks are a requirement for all commercial, recreation, and multi-residential projects.

Any subsequent projects allowed within the Meyers Area Plan would be subject to permitting by El Dorado County and/or TRPA. Consistent with existing conditions, permit applicants would be required to demonstrate that adequate parking would be provided for any new parking demand that is created and for any changes in parking facilities, in accordance with the El Dorado County Code.

Since these changes would be consistent with the Regional Plan, reduce vehicle trips, promote pedestrian access, and address potential demand for parking as a result of future development, and since potential changes to parking facilities would occur in compliance with the County and TRPA Codes, the response to this question is “no.”

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

152. Will the Project result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)

See discussions and analyses for Questions 147, 150, 151, 153, 154 and 155.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

153. Will the Project result in alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)

The Meyers Area Plan would not alter or revise the regulations pertaining to roadway and intersection LOS. The total amount of new development in the Meyers Area Plan is constrained by the growth control system in the Regional Plan and the proposed new permissible uses in the Meyers Area Plan would be

consistent with the types of uses envisioned in the Regional Plan. As such, the Meyers Area Plan is within the envelope of the Regional Plan, and no additional information on potential future projects within the Meyers Plan area is known. Please refer to Question 145 for analysis of roadway and intersection LOS beyond what was contemplated for the Regional Plan. Existing roadway segments predicted to exceed LOS standards under build-out of the TRPA Regional Plan would see worsened LOS under the Area Plan and would continue to be identified as significant impacts; therefore, mitigation measures provided in the TRPA RPU EIS (Measure 3.3-1: Phased Release of Allocations/LOS Monitoring/Travel Demand Management, DEIS page 3.3-43) shall be required to ensure potential impacts are reduced to a less than significant level (see required mitigation below).

TRPA/TMPO administer regional programs to reduce VMT and achieve regional VMT standards in the Tahoe Basin. Data on VMT specific to Meyers is not available, but implementation of measures to reduce VMT contained in the Meyers Area Plan (Transportation Element and Land Use Element), are important components of the regional VMT reduction effort. Sections 50.4.2 and 50.4.3 of the TRPA Code of Ordinances were added to include the phased release of land use allocations followed by monitoring and forecasting of actual roadway LOS. Any subsequent project implemented under the Meyers Area Plan that would generate a net increase of 100 daily vehicle trips or more would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B and 65.2.5.B of the TRPA Code of Ordinances. Therefore, TRPA/TMPO will monitor LOS standards and VMT, and make short-term projections of future conditions every four years. If short-term projections indicate that LOS or VMT standards are likely to be exceeded, TRPA will take actions to ensure standards will be achieved, and may not release additional development allocations until those standards are met. Any impacts on roadway or intersection LOS would require mitigation at a project level.

Environmental Analysis: *No Impact with Mitigation Measures.*

Required Mitigation:

TRPA RPU EIS Mitigation Measure 3.3-1: Phased Release of Allocations/LOS Monitoring/Travel Demand Management (see description under question 145).

Mitigation Measure Traffic-1: Proportional Share of Obligation for Impacts to the US 50/SR 89 Intersection (see description under question 145).

154. Will the Project result in alterations to waterborne, rail or air traffic? (TRPA 13e)

The proposed permissible uses in the Meyers Area Plan prohibit future development of waterborne, rail and air traffic within the area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

155. Will the Project result in increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)

Consistent with the TRPA Regional Plan and County General Plan, implementation of the Meyers Area Plan is expected to enhance pedestrian and bicycle safety. Figure 3-1 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Meyers Area Plan. The proposed facilities include:

- Intersection Improvements at US 50/SR 89 (Caltrans roundabout), US 50/Pioneer Trail, US 50/Apache, and in both intersections of US 50/Upper Truckee Rd.;
- Improved pedestrian crossings at the Upper Truckee River Bridge on US 50 (pedestrian undercrossing), at US 50/Apache (relocation of crossing and addition of Rapid Rectangular Flashing Beacon), and at US 50/Santa Fe;
- Shared use paths along the east side of SR 89, along the north side of US 50 from Upper Truckee Road to the existing Pat Lowe multi-use trail, and connecting both sides of E. San Bernardino Ave. north of Lake Baron;
- A bike lane on the south side of US 50 from Upper Truckee Road to the US 50/SR 89 intersection;
- A conceptual trail running from US 50 near the US 50/SR 89 intersection north to Washoe Meadows State Park; and
- Bike routes from Pomo Street/SR 89 south along Blitzen Road, from US 50 south along Upper Truckee Road, and along E. San Bernardino Ave.

These facilities will extend and consolidate bicycle and pedestrian access off the highways to increase user safety, and will provide safer crossings throughout US 50. The proposed Meyers Area Plan improvements would separate pedestrian and bicycle travel from roadway travel lanes, thus reducing the potential for conflicts between motor vehicles, bicyclists, and pedestrians. This will result in a beneficial impact.

Other improvements for safer vehicular traffic, and in turn pedestrian/bicycle traffic, include reducing traffic speeds along US 50, implementation of traffic management technologies, chain control area improvements, driveway consolidation, snow removal and storage improvements, intersection improvements as noted above, center lane improvements on US 50 to calm traffic and improve pedestrian safety, relocation of the agricultural inspection station outside the Meyers Area Plan, and improvements to the transit system with development of a transit center and shelters and improved service, which would reduce vehicle traffic in the area and reduce the potential for conflict.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.19 Utilities and Service Systems (CEQA) and Energy and Utilities (TRPA)

This section presents the analysis for potential impacts to utilities, service systems and energy. Table 35 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 35: Utilities, Service Systems and Energy				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
156. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa)				X
157. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIb)				X
158. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIc)				X
159. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIIId)				X
160. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? (CEQA XVIIe)				X

161. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIII f)			X	
162. Comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVII g)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
163. Use of substantial amounts of fuel or energy? (TRPA 15a)				X
164. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)				X
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
165. Power or natural gas? (TRPA 16a)				X
166. Communication systems? (TRPA 16b)				X
167. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 16c)				X
168. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 16d)				X
169. Storm water drainage? (TRPA 16e)				X
170. Solid waste and disposal? (TRPA 16f)				X

156. Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa)

Implementation of the Meyers Area Plan would require some additional wastewater conveyance and treatment capacity. However, in the South Tahoe Public Utility District, existing average wastewater flow rates is little more than half of the total export capacity (see Table 36 below). Because the permitted growth in the Regional Plan would result in very low levels of growth, development under the Meyers Area Plan would not double wastewater flow rates, thus, it is reasonable to assume that sufficient capacity would be available to accommodate increased levels of new commercial, tourist and residential units in the Area Plan.

Furthermore, all development permitted by the Meyers Area Plan would be required to comply with Section 32.5 (Waste Water Treatment Service) of the TRPA Code of Ordinances, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.5.1(C.4) of the TRPA Code of Ordinances prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the Meyers Area Plan would not cause sewage treatment capacity to exceed the permitted capacity of the service provider.

Table 36: Average Flow Rates and Total Capacity			
Export District	Average Flow (mgd)	Total Capacity (mgd)	Average Remaining Capacity (mgd)
South Tahoe Public Utility District	4.0	7.7	3.7
Source: STPUD 2013			

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

157. Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIb)

See discussion and analysis for Question 156 above that concludes adequate wastewater capacity exists and therefore the construction of new water or wastewater treatment facilities or expansion of existing facilities is unlikely.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

158. Would the Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIc)

All development permitted through the Meyers Area Plan would be required to meet TRPA BMP standards to reduce runoff and pollutant loading from impervious cover. As specified in Section 60.4.6 (Standard BMP Requirements) of the TRPA Code of Ordinances, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year, one-hour storm are required for approval of all projects. Therefore, there would be no unplanned alterations or improvements to existing stormwater drainage systems associated with the Meyers Area Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

159. Would the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIIId)

Implementation of the Meyers Area Plan would result in some increased demand for water supply for new residential units, tourist accommodation units, and commercial and public service facilities. However current surface water allocation to the Tahoe Region pursuant to the Truckee River Operating Agreement (TROA) is 34,000 acre feet/year (afy), and current Region-wide demand is approximately 28,079 afy (TRPA 2012, page 3.13.-11). Additional demand generated by the TRPA Regional Plan is approximately 1,725 afy which, given remaining water supply availability, could be accommodated with existing supplies. Thus, it is reasonable to assume that sufficient capacity would be available to accommodate increased levels of new commercial, tourist and residential units in the Meyers Area Plan.

Furthermore, all development permitted by the Meyers Area Plan would be required to comply with Section 32.4 (Water Service) of the TRPA Code of Ordinances, which requires that a project applicant demonstrate the availability of adequate water quantity and quality for both domestic consumption and fire protection prior to project approval. This is demonstrated at a project-level through the acquisition of a Will Serve Letter from the applicable water purveyor.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the Meyers Area Plan would not create water use in excess of the maximum permitted capacity of the service provider.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

160. Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? (CEQA XVIIe)

All development permitted by the Meyers Area Plan would be required to comply with Section 32.5 (Waste Water Treatment Service) of the TRPA Code of Ordinances, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.4.1(C) of the TRPA Code of Ordinances prohibits distribution of allocations to jurisdictions with

insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code of Ordinances requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, page 3.13-16).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

161. Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIII)

South Tahoe Refuse (STR) is under contract with this portion of El Dorado County to collect solid waste from area households and businesses as well as to process and transfer all solid waste for disposal or recycling. STR's main facility, which consists of a transfer station, materials recovery facility, and the Tahoe Basin Container Service, has a total permitted capacity of 370 tons per day, but currently receives 200 to 250 tons per day. The remaining capacity of 120 to 170 tons per day is sufficient to serve the anticipated growth. Any additional staffing or equipment required to increase service to the area would be funded through the additional service rates that would be collected by STR from the new development. Solid waste would be disposed of at the Lockwood Regional Landfill in Sparks, Nevada. This landfill has a total capacity of approximately 43 million tons and is expected to reach capacity by the year 2025. However, multiple large-scale expansions to the facility are expected before this capacity is reached.

Both the STR main facility and the Lockwood Regional Landfill have sufficient capacity to manage the anticipated growth. Therefore, this impact is considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

162. Would the Project comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVII)

The Lockwood Regional Landfill will receive solid waste generated within the Meyers Area Plan and have sufficient capacity to serve the needs as discussed in Question 161 above. Existing resource recovery operations provide recycling of various materials, including green waste and construction material, which further reduces the quantity of waste sent to the landfill pursuant to state law. All projects proposed within the Area Plan would be subject to TRPA Regional Plan Land Use Element Goal 5, Policy 1 Public Services Element Goal 3, Policy 2, requiring the transport of solid waste outside the Basin in compliance with California state laws and the County General Plan Policies 5.1.2.1 and 5.5.2.1 requiring determination of adequate public utilities and services, including solid waste capacity, prior to development approval. Thus, the Meyers Area Plan complies with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

163. Will the Project result in use of substantial amounts of fuel or energy? (TRPA 15a)

All development permitted through the Meyers Area Plan would occur in accordance with the Regional Plan and El Dorado County Code. While any new construction would require electric and natural gas

service as part of the basic services (Chapter 32, Basic Services of the TRPA Code of Ordinances) the entire area within the Plan Area is located within close proximity to existing electric and gas infrastructure. Additionally, projects requiring new or modified connections would be subject the requirements and fees of the applicable utility providers. The utility company's project that based on their forecasting and recent growth trends, the available capacity would far exceed the demand generated at build-out of the Regional Plan (TRPA 2012a, page 3.13-20). The Meyers Area Plan actively pursues the development of passive solar, alternative energy features, or other energy-saving design features through the "community incentive project" program.

Also see discussion and analysis for Question 110 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion in Question 163 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the Meyers Area Plan would not exceed available capacity, or require the development of new sources of energy.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

165. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to power or natural gas? (TRPA 16a)

See Question 163 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the Meyers Area Plan would not result in a need for new or altered power or natural gas systems.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

166. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to communication systems? (TRPA 16b)

Communication systems are not listed as a required basic service by TRPA Code of Ordinances; however, the El Dorado County Public Services and Utilities Element states that adequate and reliable communications systems shall be provided to Community Regions (page 95). This Element also includes Policy 5.6.1.1, which promotes undergrounding of facilities. The Meyers Area Plan Public Services Element Policy 2.1 promotes readily accessible distributed broadband internet service throughout the developed portions of the plan area. The Meyers Area Plan also identifies undergrounding utility lines within the list of public service improvements in the plan area (C. Public Service Improvements Section on page 6-4 and 6-5). Each project within the Meyers Area Plan would be responsible for any elected connection or subscription to communication systems within the region. Additionally, the increased

development and re-development could stimulate investment in improved broadband service, which was identified as a need in the Lake Tahoe Basin Prosperity Plan (WNDD 2010).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

167. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 15c)

See Question 159 above that concludes additional capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional water is unlikely.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

168. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 15d)

See Questions 156, 157 and 160 above, which conclude additional sewage capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional treatment capacity is unlikely.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

169. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to storm water drainage? (TRPA 15e)

See discussion and analysis for Question 158 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

170. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to solid waste and disposal? (TRPA 15f)

Implementation of the Meyers Area Plan would result in some new development that would increase the Region's overall solid waste generation. Solid waste generation under the TRPA Regional Plan is anticipated to increase to 115,200 tons per year with some small portion of that attributable to the Meyers Area Plan. Given the substantial existing capacity of 22 million tons, and planned expansion that would allow for a total capacity of 204 million tons at the Lockwood Regional Landfill, waste disposal needs for development under the Meyers Area Plan could be adequately served in the future.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.4.20 Mandatory Findings of Significance

This section presents the analyses for mandatory findings of significance. Table 37 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 37: Mandatory Findings of Significance				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
171.Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (CEQA XVIIIa)			X	
172.Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XVIIIb)		X		
173.Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XVIIIc)			X	

TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
174.Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? (TRPA 21a)				X
175.Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) (TRPA 21b)				X
176.Does the Project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) (TRPA 21c)				X
177.Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)				X

171. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (CEQA XVIIIa)

Fish and Aquatic Habitat

The Meyers Area Plan would not alter or revise any TRPA Regional Plan policies pertaining to the Shorezone and Lakezone, management of aquatic resources, or permitting of projects affecting these habitats. The Meyers Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and El Dorado County General Plan, and any projects proposed within the plan area that could affect aquatic habitats would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing policies and code provisions, found to be less than significant (TRPA 2012a). Construction activities could result in temporary increases in sedimentation, small amounts of fill placed in aquatic habitats (e.g., Upper Truckee River or Lake Baron), and the release and exposure of construction-related contaminants. As under existing conditions, these impacts would be minimized and mitigated through construction BMPs and compensatory mitigation requirements as specified in TRPA and County policies and code provisions, and other applicable federal and state regulations.

Rare or Endangered Species and Communities

The Meyers Area Plan would not alter or revise TRPA Regional Plan policies regarding the protection of rare, endangered, or sensitive plant and animal communities. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code is still required for all project review. The Meyers Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and El Dorado County General Plan, and any projects proposed within the plan area that could affect sensitive plant or animal communities would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions and requirements, found to be less than significant (TRPA 2012a, page 3.10-50). During project-level environmental review, potential impacts to protected plant or animal communities would be identified and minimized through the design process and/or through compensatory mitigation, as required under TRPA and applicable federal and state regulations. Additionally, any new development and redevelopment within the Meyers Area Plan boundary would occur in accordance with TRPA policies that incentivize transfers of land coverage and development rights from sensitive lands, and require restoration and retirement of the sending sites (TRPA 2012a). This policy could result in a benefit to the associated special status species through enhancement and restoration of riparian and wetland habitats.

Cultural, Historical, and Archeological Resources

The Meyers Area Plan would not alter or revise TRPA Regional Plan policies regarding the protection of cultural, historical, or archeological resources. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code of Ordinances is still required for all project review. In addition, federal and state regulations address protection of these resources and provide mechanisms to minimize impacts. The Meyers Area Plan would permit

development and redevelopment only in accordance with the TRPA Regional Plan and the El Dorado County General Plan, some of which could occur on properties with known or unknown cultural, historical, or archeological resources. Within the Meyers Area Plan boundary, known cultural and historic resources of local interest include the Osgood Toll House and Yanks Station. The potential impacts to cultural resources were analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions, found to be less than significant (TRPA 2012a, beginning on page 3.15-13). During project-level environmental review, cultural, historical, and archeological resources specific to the site would be identified, significance determined, and appropriate mitigation implemented in accordance with federal, state, County, and TRPA regulations.

Because the Meyers Area Plan proposes no changes to existing policies regarding habitats, special status plant or animal communities, or to cultural, historical, and archeological resources, and because federal, state, and TRPA protections are already in place, implementation of the Meyers Area Plan would not result in the degradation of these resources.

In addition, the Meyers Area Plan, as proposed, is consistent with the TRPA Regional Plan, which was comprehensively evaluated in the RPU EIS. As analyzed therein, TRPA and the County determined that implementation of the updated Regional Plan, including all elements of the plan, existing environmental protection requirements, and adopted mitigation, would achieve and maintain TRPA's environmental threshold carrying capacities and result in environmental improvement. Therefore, as a plan wholly consistent with the RPU, the Meyers Area Plan would not have the potential to degrade the quality of the environment.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

172. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XVIIIb)

Like the General Plan, the Meyers Area Plan is a collection of goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. Because these policies are implemented in the Meyers Area Plan over the long-term (i.e., 20 years) and are applicable to all programs and projects over this period, they are inherently cumulative in nature.

The cumulative projects contemplated in the RPU EIS (TRPA 2012a) include Environmental Enhancement, Land Management Plans, TTD/TMPO projects and programs, and other development projects. These projects and programs also apply to the Meyers Area Plan, their scope and characteristics are not known to have substantially changed, no additional cumulative projects or programs are known at this time.

Because the Meyers Area Plan is consistent with the General Plan and because no specific projects are proposed for which contributions to cumulative impacts may be defined and assessed, the cumulative impacts analysis prepared for the Regional Plan is also applicable to the Meyers Area Plan.

As discussed in Questions 27 and 68, the RPU EIS concluded that Regional Plan implementation could result in increased development, redevelopment, and construction activity resulting in a significant increase in overall greenhouse gas (GHG) emission that would cumulatively contribute to global climate

change. Since the Meyers Area Plan land uses are less intense than what was studied in the RPU EIS, the Area Plan contribution to global climate change would likewise be less than what was presented in the RPU EIS. GHG emissions calculations for the Meyers Area Plan show a 40% reduction in GHG emissions as compared to the RPU EIS. The Area Plan would result in a decrease of -2,252.4 MTCO₂e/year as compared to the 2012 RPU, prior to implementation of regulatory compliance. However, when comparing the Community Plan land uses to the Area Plan land uses, an overall increase in GHG emissions of approximately 836.8 MTCO₂e/year (728.9 MTCO₂e/year with regulatory compliance) occurs under the Area Plan, excluding potential reductions in VMT related emissions commonly associated with infill development (because modeling assumptions do not account for infill development). Although development and population growth anticipated during the Meyers Area Plan horizon could contribute cumulatively to global climate change, it would result in a beneficial reduction to the cumulative GHG emissions volume presented in the RPU EIS. While the RPU anticipated substantial increases in total GHG emissions, over the planning period, strategies have been established to substantially reduce total GHG emissions, including increased and improved pedestrian, bicycle and transit access, intersection and roadway improvements to reduce vehicle emissions associated with traffic delays, energy efficient design, and encouraging replacement of woodstoves and combustion heaters with TRPA-approved units. Should future projects within the Meyers Area Plan identify air emissions impacts, the mitigation measures in Question 27 would be implemented to reduce GHG emissions generated by those projects, including prohibition of woodstoves, requirements for alternative energy generation, and others depending on applicability to the development proposed. While substantial increases in total GHG emissions are anticipated by the Regional Plan, the Meyers Area Plan would reduce anticipated GHG emissions and include actions to substantially reduce GHG emissions from individual projects.

Reductions in VMT attributable to the proposed policies and action items would account for a reduction in mobile-source GHG emissions. Additional reductions would be associated with implementation of proposed policies that would decrease emissions from area sources, such as measures that would promote green building and energy conservation (community incentive projects), and sustainable development (Meyers Area Plan Implementation Element Goal 4). The proposed policies are consistent with measures currently proposed by the California Office of the Attorney General as well as efforts by the state under the AB 32 Scoping Plan to reduce GHG emissions to the reduction goal of 15 percent by year 2020.

The RPU EIS includes Mitigation Measure 3.5-1: Implement Sustainability Measures with Performance Standard, which establishes implementation of a GHG Emission Reduction Policy that would minimize GHG emissions through construction BMPs and operation standards. Because the Meyers Area Plan is consistent with and implements the Regional Plan and is consistent with the RPU EIS, development and population growth anticipated during the Meyers Area Plan horizon is not expected to make a considerable contribution to global climate change. Thus, this impact is considered less than significant.

Additional consideration is applied below to those resources that could result in more localized cumulative effects, including noise, scenic resources, and traffic.

Traffic

Potential effect on traffic is discussed under Section 6.4.18. The Meyers Area Plan would not alter, revise or conflict with applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Although the Area Plan could result in an additional 1,180 one-way vehicle trips at build-out as compared to build-out of the Community Plan, the additional trips would not create new and significant traffic-related impacts (e.g., reduction in LOS standards) with implementation of Mitigation Measures 3.3-1 from the TRPA Regional Plan Update Draft EIS and Mitigation Measure Traffic-1 (see Question 145). Consistent with the Regional Plan, development and redevelopment associated with individual projects developed under the Meyers Area Plan that would

generate a net increase of 200 daily vehicle trips or more would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B and 65.2.5.B of the TRPA Code. For any new trips that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new trips by requiring an applicant either to: (1) contribute to the Air Quality Mitigation Fund, or (2) implement regional and cumulative mitigation measures equivalent or greater in cost than the calculated Air Quality Mitigation Fee. In accordance with Section 65.2.4.C of the TRPA Code, regional and cumulative mitigation measures may include, but not be limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. The air quality mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Furthermore, all individual projects would be required to meet all applicable LOS standards for roadways and intersection and Vehicle Miles of Travel (VMT) standards. For these reasons, the Meyers Area Plan would not contribute to an increase in traffic levels that results in cumulatively adverse impacts.

Water Quality

Potential effect on water quality is discussed under Section 6.4.11. All new development and redevelopment within Meyers would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6 of the TRPA Code of Ordinances, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin. Therefore, new development within Meyers is not expected to cumulatively create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system.

Cultural Resources

Potential effect on cultural resources is discussed under Section 6.4.7. Because federal and state regulations, the TRPA Code of Ordinances (Chapter 67), and El Dorado County General Plan policies address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources, and any development associated with the Meyers Area Plan would be required to comply with federal and state regulations, TRPA Code of Ordinances and El Dorado County General Plan policies during project specific review, the Meyers Area Plan would not contribute to an adverse cumulative effect on archeological or historical resources.

Noise

Potential effect on noise levels is discussed under Section 6.4.14. The Meyers Area Plan would continue or strengthen the noise standards currently in effect. In addition, the County and/or TRPA would continue to implement the project specific noise reduction measures described in the TRPA Regional Plan EIS and El Dorado County General Plan EIR. Noise increases associated with traffic under build-out conditions for the Meyers Area Plan are less than 1 dBA and would not create a significant noise level increase. For these reasons, the Meyers Area Plan would not contribute to an adverse cumulative increase in noise levels.

Geologic Hazards

Potential effect related to increased exposure to geologic hazards is addressed under Section 6.4.8. Because existing TRPA and County protections are in place, and because project-specific environmental

review would be required for all projects, implementation of the Meyers Area Plan would not result in increased exposure of people or property to geologic hazards.

Scenic Resources

Potential effect on scenic resources is discussed under Section 6.4.3. Because the Meyers Area Plan carries forward and strengthens the existing scenic protections, and because all permitted projects would continue to meet the TRPA scenic threshold non-degradation standard, the Meyers Area Plan would not contribute to an adverse cumulative effect on scenic resources. Visual simulations prepared for proposed changes to US 50 building setbacks, sign standards and additional height allowances show that development could occur without degradation to existing views and scenic ratings.

Recreation

Potential effects on recreation facilities and demand are discussed under Section 6.4.17. The Meyers Area Plan protects existing recreational resources and provides for the development of increased recreation opportunities through the construction of trailheads, bike paths and lanes, and improved pedestrian access to the Upper Truckee River.

Implementation of the Meyers Area Plan would be consistent with land use changes and policies contemplated and analyzed in the RPU EIS, including their potential to contribute to cumulative environmental effects. This discussion of cumulative effects tiers from the cumulative impact discussion included in the RPU EIS. Additionally, the RPU EIS identified resources with localized cumulative issues such as traffic, water quality, cultural resources, noise, geologic hazards, and scenic impacts, which were further analyzed in this IS/IEC and were not found to have adverse cumulative effects. Therefore, implementation of the Meyers Area Plan and the cumulative projects contemplated in the RPU EIS would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *Less than Significant Impact with Mitigation Measures.*

Required Mitigation:

Mitigation Measure AQ-1: Meet Air Quality Standards (see description under question 20).

TRPA RPU EIS Mitigation Measure 3.5-1: Implement Sustainability Measures with Performance Standard

TRPA RPU EIS Mitigation Measure 3.3-1: Phased Release of Allocations/LOS Monitoring/Travel Demand Management (see description under question 145).

Mitigation Measure Traffic-1: Proportional Share of Obligation for Impacts to the US 50/SR 89 Intersection (see description under question 145).

173. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XVIIIc)

As described above, projects permitted through the Meyers Area Plan would require project-level environmental review and would be required to comply with applicable TRPA, federal, state, and county regulations, including protections for human health and safety. Therefore, implementation of the Meyers Area Plan would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

174. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? (TRPA 21a)

See analysis in Question 171 that concludes implementation of the Meyers Area Plan would not degrade the quality of the environment, reduce habitat of a fish population, threaten or eliminate a plant or animal community or eliminate important examples of a major period of California or Nevada history or prehistory.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

175. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (TRPA 21b)

The TRPA Regional Plan is a broad suite of policies, ordinances, and land use controls designed specifically to achieve long-term environmental goals. The Meyers Area Plan would implement the policies of the TRPA Regional Plan, which promote concentrating development and redevelopment in town centers (e.g., the Meyers Community Center zoning district), combined with transfer of land coverage and development rights from sensitive lands and lands more distant from community center, and restoration of those areas (TRPA 2012a).

The Meyers Area Plan, like the Regional Plan itself, is a collection of policies and ordinances; no specific projects are proposed or would be approved through approval of the Meyers Area Plan. However, as described in Section 5.4 of the RPU EIS, the Regional Plan will be implemented through projects that would have short-term effects, but through which long-term term environmental goals will be achieved.

The potential development permitted through the Meyers Area Plan could commit raw land to new development resulting in permanent alterations to soils, habitats, and land uses. Development in accordance with RPU and Meyers Area Plan policies and ordinances would result in a refinement of the land use pattern within the Region through redevelopment in urban areas and transfer of development rights from sensitive lands to improve the long-term sustainability of natural resources and to support social and economic health.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

176. Does the Project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) (TRPA 21c)

Like the Regional Plan, the Meyers Area Plan is a collection of goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. Because these policies are implemented in the Meyers Area Plan over the long-term (i.e., 20 years) and are applicable to all programs and projects over this period, they are inherently cumulative in nature.

The cumulative projects contemplated in the RPU EIS (TRPA 2012a, pages 4-2 through 4-10) include Environmental Enhancement, Land Management Plans, TTD/TMPO projects and programs, and other development projects. These projects and programs also apply to the Meyers Area Plan, their scope and characteristics are not known to have substantially changed, no additional cumulative projects or programs are known at this time.

Because the Meyers Area Plan is wholly consistent with the Regional Plan and because no specific projects are proposed for which contributions to cumulative impacts may be defined and assessed, the cumulative impacts analysis prepared for the Regional Plan is also applicable to the Meyers Area Plan.

As discussed in Questions 27 and 68, the RPU EIS concluded that Regional Plan implementation could result in increased re/development, and construction activity resulting in a significant increase in overall greenhouse gas (GHG) emission that would cumulatively contribute to global climate change. Since the Meyers Area Plan land uses are less intense than what was studied in the RPU EIS, the contribution to global climate change would likewise be less than what was presented in the RPU EIS. GHG emissions calculations for the Meyers Area Plan show a 40% reduction in GHG emissions as compared to the RPU EIS. The Area Plan would result in a decrease of -2,252.4 MTCO₂e/year as compared to the 2012 RPU, prior to implementation of regulatory compliance. However, when comparing the Community Plan land uses to the Area Plan land uses, an overall increase in GHG emissions of approximately 836.8 MTCO₂e/year (728.9 MTCO₂e/year with regulatory compliance) occurs under the Area Plan, excluding potential reductions in VMT related emissions commonly associated with infill development (because modeling assumptions do not account for infill development). Although development and population growth anticipated during the Meyers Area Plan horizon could contribute cumulatively to global climate change, it would result in a beneficial reduction to the cumulative GHG emissions volume presented in the RPU EIS. While the RPU anticipated substantial increases in total GHG emissions over the planning period, strategies have been established to substantially reduce total GHG emissions. Should subsequent projects within the Meyers Area Plan identify air emissions impacts, the recommended measures in Question 20 would be implemented to reduce GHG emissions generated by those projects.

Additional consideration is provided in Question 172 above for those resources that could result in more localized cumulative effects, including noise, geologic hazards, scenic resources, and recreation.

Implementation of the Meyers Area Plan would be consistent with land use changes and policies contemplated and analyzed in the RPU EIS, including their potential to contribute to cumulative environmental effects. This discussion of cumulative effects tiers from the cumulative impact discussion included in the RPU EIS. Additionally, the RPU EIS identified resources with localized cumulative issues such as noise, geologic hazards, scenic impacts, and recreation impacts, which were further analyzed in this IS/IEC and were not found to have adverse cumulative effects. Except for the cumulative contribution to global climate change discussed above, implementation of the Meyers Area Plan and the cumulative

projects contemplated in the RPU EIS would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

177. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)

See discussion and analysis for Question 173 above that concludes that projects permitted through the Meyers Area Plan would require project-level environmental review and would be required to comply with all applicable TRPA, federal, state, and county regulations, including protections for human health and safety. Therefore, implementation of the Meyers Area Plan would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

6.5 CERTIFICATION [TRPA ONLY]

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Tahoe Regional Planning Agency

Date

6.6 REFERENCES

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APPENDIX A – TABLE OF EXISTING AND PROPOSED USES

Meyers Area Plan Table of Permissible, Conditional, and Prohibited Uses

KEY: White columns = existing Community Plan and Plan Area Statement district, Dark Gray columns = draft Area Plan districts

"P" = Permitted use (allowed use); "CUP" = Conditional Use Permit (special use); "—" = use not allowed (prohibited use)

	Meyers Community Center				Meyers Industrial		Upper Truckee Residential/Tourist			Meyers Recreation				Upper Truckee River Corridor		
LAND USE	MCP-1	MCP-2	MCP-3	MAP-1	MCP-4	MAP-2	MCP-5	PAS 137	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Residential																
Employee Housing	CUP	CUP	CUP	CUP ⁽³⁾	—	—	—	—	CUP	—	CUP	—	CUP	—	CUP	—
Multiple Family Dwelling	CUP	—	CUP	P ⁽⁶⁾	—	—	—	—	P	—	—	—	—	—	—	—
Multiple Person Dwelling (i.e., dormitories, etc.)	CUP	—	—	CUP	—	—	—	—	—	—	—	—	—	—	—	—
Nursing and Personal Care	P	—	—	CUP	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Dwelling	—	CUP	CUP	P ⁽⁴⁾⁽⁶⁾	—	—	P	P	P	CUP	—	P	—	CUP	—	—
Tourist Accommodation																
Time-share units	CUP	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bed and Breakfast Facilities	CUP	P	CUP	P	—	—	CUP	—	P	—	—	—	—	—	—	—
Hotels/Motels	CUP	—	—	CUP	—	—	—	—	CUP ⁽⁷⁾	—	—	—	—	—	—	—
Commercial (Retail)																
Auto/Mobile Homes/Vehicle Dealers	—	—	—	—	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Building Materials/Hardware	P	—	CUP	P	P	P	—	—	—	—	—	—	—	—	—	—
Eating and Drinking Places	P	—	P	P	P	P	—	—	—	—	CUP	—	—	—	CUP	—
Food and Beverage Sales	P	—	P	P	CUP	P	—	—	—	—	CUP	—	—	—	CUP	—

	Meyers Community Center				Meyers Industrial		Upper Truckee Residential/Tourist			Meyers Recreation				Upper Truckee River Corridor		
LAND USE	MCP-1	MCP-2	MCP-3	MAP-1	MCP-4	MAP-2	MCP-5	PAS 137	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Furniture/Home Furnishings/ Equipment	P	—	P	P	CUP	P	—	—	—	—	—	—	—	—	—	—
General Merchandise Stores	P	—	P	P	CUP	P	—	—	—	—	—	—	—	—	—	—
Mail Order and Vending	CUP	—	CUP	P	P	P	—	—	—	—	—	—	—	—	—	—
Nursery	P	—	CUP	P	P	P	—	—	—	—	CUP	—	CUP	—	CUP	—
Outdoor Retail Sales	CUP	CUP	—	CUP	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Service Stations	CUP	—	CUP	CUP	—	CUP	—	—	—	—	—	—	—	—	—	—
Commercial (Entertainment)																
Amusements and Recreation Services	P	CUP	P	P	—	—	—	—	—	—	—	—	CUP	—	—	—
Privately Owned Assembly and Entertainment	CUP	CUP	CUP	CUP	—	—	—	—	—	—	—	—	—	—	—	—
Outdoor Amusements	CUP	CUP	CUP	CUP	—	—	—	—	—	—	—	—	CUP	—	—	—

	Meyers Community Center				Meyers Industrial		Upper Truckee Residential/Tourist			Meyers Recreation				Upper Truckee River Corridor		
LAND USE	MCP-1	MCP-2	MCP-3	MAP-1	MCP-4	MAP-2	MCP-5	PAS 137	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Commercial (Services)																
Animal Husbandry Services	P	—	CUP	CUP	P	P	—	—	—	—	—	—	—	—	—	—
Broadcasting Studios	P	—	P	P	P	P	—	—	—	—	—	—	—	—	—	—
Business Support Services	P	—	P	P	P	P	—	—	—	—	—	—	—	—	—	—
Contract Construction Services	CUP	—	—	CUP	P	P	—	—	—	—	—	—	—	—	—	—
Financial Services	P	—	P	P	CUP	P	—	—	—	—	—	—	—	—	—	—
Health Care Services	P	—	P	P	CUP	P	—	—	—	—	—	—	—	—	—	—
Personal Services	P	P	P	P	CUP	P	—	—	—	—	—	—	—	—	—	—
Professional Offices	P	—	P	P	CUP	P	—	—	—	—	—	—	—	—	—	—
Repair Services	CUP	—	CUP	CUP	P	P	—	—	—	—	—	—	—	—	—	—
Schools-Business and Vocational	CUP	—	CUP	CUP	—	—	—	—	—	—	—	—	—	—	—	—
Sales Lots	—	—	—	—	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Secondary Storage	CUP ⁽¹⁾	—	—	CUP ⁽¹⁾	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Auto Repair and Service	CUP	—	—	CUP	CUP	P	—	—	—	—	—	—	—	—	—	—
Laundries and Dry Cleaning	—	—	CUP	CUP	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Commercial (Light Industrial)																
Food and Kindred Products	CUP	—	CUP	CUP ⁽⁶⁾	P	P	—	—	—	—	—	—	—	—	—	—
Fuel and Ice Dealers	—	—	—	—	P	P	—	—	—	—	—	—	—	—	—	—

	Meyers Community Center				Meyers Industrial		Upper Truckee Residential/Tourist			Meyers Recreation				Upper Truckee River Corridor		
LAND USE	MCP-1	MCP-2	MCP-3	MAP-1	MCP-4	MAP-2	MCP-5	PAS 137	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Industrial Services	—	—	—	—	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Printing & Publishing	CUP	—	CUP	CUP ⁽⁶⁾	P	P	—	—	—	—	—	—	—	—	—	—
Commercial (Wholesale/Storage)																
Recycling & Scrap	—	—	—	—	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Small Scale Manufacturing	CUP	—	—	CUP ⁽⁶⁾	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Storage Yards	—	—	—	—	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Vehicle/Freight Terminals	—	—	—	—	CUP	CUP	—	—	—	—	—	—	—	—	—	—
Vehicle Storage and Parking	CUP	—	CUP	CUP ⁽⁶⁾	P	P	—	—	—	—	—	—	—	—	—	—
Warehousing	CUP ⁽¹⁾	—	CUP	CUP ⁽⁶⁾	P	P	—	—	—	—	—	—	—	—	—	—
Wholesale & Distribution	CUP	—	CUP	CUP ⁽⁶⁾	P	P	—	—	—	—	—	—	—	—	—	—
Public Services (General)																
Churches	CUP	CUP	CUP	P	—	—	—	CUP	CUP	—	CUP	—	—	—	CUP	—
Collections Stations	CUP	—	CUP	CUP ⁽⁶⁾	P	P	—	—	—	—	—	—	—	—	—	—
Child Day Care Facilities and Preschools	P	P	P	P	CUP	CUP	CUP	CUP	CUP	—	—	CUP	CUP	—	—	—
Government Offices	P	P	P	P	CUP	CUP	—	—	CUP	—	—	—	—	—	—	—
Hospitals	CUP	CUP	—	CUP	—	—	—	—	—	—	—	—	—	—	—	—
Local Assembly & Entertainment	CUP	P	CUP	P	CUP	CUP	—	—	CUP	—	—	—	P	—	—	—
Local Post Office	CUP	CUP	P	P	—	—	—	CUP	—	CUP	—	CUP	—	CUP	—	—
Local Public Health & Safety Facilities	CUP	CUP	CUP	P	P	P	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP

	Meyers Community Center				Meyers Industrial		Upper Truckee Residential/Tourist			Meyers Recreation				Upper Truckee River Corridor		
LAND USE	MCP-1	MCP-2	MCP-3	MAP-1	MCP-4	MAP-2	MCP-5	PAS 137	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Membership Organizations	P	P	P	P	—	—	—		—	—	—	—	—	—	—	—
Publicly Owned Assembly & Entertainment	CUP	CUP	CUP	CUP	—	—	—		—	—	—	—	CUP	—	—	—
Public Utility Centers	CUP	CUP	CUP	CUP ⁽⁶⁾	CUP	CUP	—	CUP	—	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Regional Public Health & Safety Facilities	CUP	CUP	CUP	CUP	CUP	CUP	—		—	—	—	—	—	—	—	—
Social Service Organizations	P	P	CUP	P	—	CUP	—		CUP	—	—	—	—	—	—	—
Schools (K-12)	CUP	—	—	CUP	—	—	—		—	—	—	—	—	—	—	—
Cultural Facilities	CUP	P	P	P	CUP	CUP	CUP		P	—	CUP	—	P	—	CUP	—
Schools/Colleges	CUP	—	—	CUP	—	—	—		—	—	—	—	—	—	—	—
Public Service (Linear Facilities)																
Pipelines & Power Transmission	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Transit Stations & Terminals	CUP	CUP ⁽²⁾	P	P	P	P	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Transportation Routes	CUP	CUP	CUP	CUP ⁽⁵⁾	CUP	CUP ⁽⁵⁾	CUP	CUP	CUP ⁽⁵⁾	CUP	CUP	CUP	CUP ⁽⁵⁾	CUP	CUP	CUP ⁽⁵⁾
Transmission and Receiving Facilities	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Recreation																
Cross Country Ski Courses	P	P	P	P	P	P	CUP	—	P	CUP	CUP	—	P	CUP	CUP	P
Day Use Areas	P	P	P	P	—	—	CUP	P	P	P	P	P	P	P	P	P
Golf Courses	—	—	—	—	—	—	—	—	—	P	—	CUP	CUP	P	—	—
Group Facilities	—	—	—	CUP	—	—	—	—	CUP	CUP	CUP	—	P	CUP	CUP	—

	Meyers Community Center				Meyers Industrial		Upper Truckee Residential/Tourist			Meyers Recreation				Upper Truckee River Corridor		
LAND USE	MCP-1	MCP-2	MCP-3	MAP-1	MCP-4	MAP-2	MCP-5	PAS 137	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Outdoor Recreation Concessions	CUP	P	P	P	CUP	CUP	—	—	CUP	P	P	—	P	P	P	—
Participant Sport Facilities	CUP	CUP	P	CUP	CUP	CUP	—	CUP	—	—	—	CUP	P	—	—	—
Recreation Centers	CUP	P	P	P	—	—	—	—	CUP	—	—	—	CUP	—	—	—
Riding & Hiking Trails	P	P	P	P	P	P	CUP	P	P	P	CUP	P	P	P	CUP	P
Rural Sports	—	—	—	—	CUP	CUP	—	—	CUP	—	—	—	P	—	—	CUP
Snowmobile Courses	—	—	—	—	—	—	—	—	—	CUP	—	CUP	CUP	CUP	—	—
Sport Assembly	CUP	—	—	CUP	—	—	—	—	—	—	—	—	—	—	—	—
Visitor Information Center	CUP	CUP	P	P	—	—	CUP	—	CUP	P	—	—	P	P	—	—
Developed Campgrounds	—	—	—	—	—	—	—	—	—	P	P	—	P	P	P	CUP
Undeveloped Campgrounds	—	—	—	—	—	—	—	—	—	—	P	—	P	—	P	CUP
Recreational Vehicle Parks	—	—	—	—	—	—	—	—	—	—	CUP	—	CUP	—	CUP	—
⁽¹⁾ Applies only to parcels on Santa Fe Road. ⁽²⁾ Maintenance facilities not allowed within any new transit facilities. ⁽³⁾ One employee housing unit allowed without a CUP per commercial building with at least 1000 sq. ft. of CFA. ⁽⁴⁾ Single family dwellings in Meyers Community Center limited to condominiums or townhouses with at least 3 attached units. ⁽⁵⁾ Non-motorized public trails are a permitted use. ⁽⁶⁾ These uses are not allowed within the portion of the ground floor of a structure that faces the primary entry point for projects adjacent to US 50. This restriction may be waived if the MAC and the Planning Commission find that the use is otherwise consistent with the intent of the Meyers Area Plan. ⁽⁷⁾ Hotels/motels are only allowed in the Town Center portion of MAP-3.																

APPENDIX B – TABLE OF EXISTING AND PROPOSED DEVELOPMENT STANDARDS**Meyers Area Plan Development Standards**

KEY: White columns = existing Community Plan and Plan Area Statement districts; Dark Gray columns = draft Meyers Area Plan districts

Development Standards		Meyers Community Center				Meyers Industrial		Upper Truckee Res./Tourist		Meyers Recreation				Upper Truckee River Corridor		
		MCP-1	MCP-2	MCP-3	MAP-1 ⁽⁶⁾	MCP-4	MAP-2	MCP-5	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Maximum Height and Density for All Uses	Maximum Height (Ft.)	42 (per TRPA Code Ch. 37)			42	Per Ch 37	Per Ch 37	42 (per Ch 37)	42 ⁽⁹⁾	(per TRPA Code Ch. 37.4) ⁽⁸⁾						
	Density, Single Family Residential	NA	1 unit per parcel (parcels less than 1 acre); 2 units if greater than one acre		NA	NA	NA	1 unit per parcel (parcels less than 1 acre); 2 units if greater than one acre			NA	same as PAS 119	NA	same as PAS 119	NA	NA
	Density, Multiple Family ⁽⁴⁾	15 units per acre	NA	15 units per acre	20 units/acre ⁽⁴⁾	NA	NA	NA	15 units/acre	NA	NA	NA	NA	NA	NA	NA
	Density, Multi-person/ Nursing & personal care	25 persons per acre	NA	NA	25 persons per acre	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Density, Bed and Breakfast	10 units/acre			10 units/acre	NA	NA	10 units/acre	10 units/acre	NA	NA	NA	NA	NA	NA	NA
	Density, all other Tourist Accommodation	30 units per acre (see code sec. 31.3.2)	NA	NA	30 units/acre ⁽⁶⁾	NA	NA	NA	30 units per acre (see code sec. 31.3.2) ⁽⁷⁾	NA	NA	NA	NA	NA	NA	NA
	Density, Group facilities	NA	NA	NA	25 persons/acre	NA	NA	NA	25 persons/acre	25 persons/acre	25 persons/acre	NA	25 persons/acre	25 persons/acre	25 persons/acre	NA
	Density, Campgrounds & Recreational Vehicle Parks	NA	NA	NA	NA	NA	NA	NA	NA	8 sites/ acre for campgrounds, 10 sites per acre for RV Parks.				8 sites/ acre for campgrounds		

Development Standards		Meyers Community Center				Meyers Industrial		Upper Truckee Residential/Tourist		Meyers Recreation				Upper Truckee River Corridor		
		MCP-1	MCP-2	MCP-3	MAP - 1	MCP-4	MAP-2	MCP-5	MAP-3	PAS 119	PAS 136	PAS 122	MAP-4	PAS 119	PAS 136	MAP-5
Setbacks and Lot Sizes for All Non-residential Uses	Minimum Lot Size (Sq. Ft.)	5,000	5,000	5,000	5,000	10,000	10,000	5,000	5,000	NA	NA	NA	NA	NA	NA	NA
	Minimum Lot Frontage (Ft.)	50	50	50	50	100	100	50	50	NA	NA	NA	NA	NA	NA	NA
	Front Setback (Ft.)	20 ⁽¹⁾	20 ⁽¹⁾	20 ⁽¹⁾	20 ⁽³⁾	20 ⁽¹⁾	20 ⁽¹⁾	20 ⁽¹⁾	20 ⁽¹⁾	20	20	20	20 ⁽¹⁾	20	20	20
	Side Setback (Ft.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rear (Ft.)	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
	Setback Adjacent to residential (Ft.)	25	25	25	25	25	25	25	25	0	0	0	25	0	0	0
Setbacks and Lot Sizes for All Residential Uses	Minimum Lot Size (Sq. Ft.)	6,000	6,000	6,000	6,000	NA	NA	6,000	6,000	NA	NA	NA	NA	NA	NA	NA
	Minimum Lot Frontage (Ft.)	0	60	60	60	NA	NA	60	60	NA	NA	NA	NA	NA	NA	NA
	Front Setback (Ft.)	20 ⁽²⁾	20 ⁽²⁾	20 ⁽²⁾	20 ⁽³⁾	NA	NA	20 ⁽²⁾	20 ⁽²⁾	NA	NA	NA	NA	NA	NA	NA
	Side Setback (Ft.)	5	5	5	5	NA	NA	5	5	NA	NA	NA	NA	NA	NA	NA
	Rear Setback (Ft.)	15	15	15	15	NA	NA	15	15	NA	NA	NA	NA	NA	NA	NA

Maximum Transferred Land Coverage (see TRPA Code Sec. 30.4 for additional detail)	70% of high capability land for new development; 50% of high capability land for redevelopment	70% of high capability land	70% of high capability land for new development; 50% of high capability land for redevelopment	Per TRPA Code Ch. 30	70% of high capability land for new development; 50% of high capability land for redevelopment	70% of high capability in Town Center overlay; see TRPA Code Ch. 30 for outside of Town Center ⁽⁵⁾	Per TRPA Code Ch. 30	70% of high capability in Town Center overlay; see TRPA Code Ch. 30 for outside of Town Center	Per TRPA Code Ch. 30
<p>⁽¹⁾ The front setback may be reduced as part of the design review when such reduction supports the policies of the Meyers Area Plan and does not reduce the numerical scenic rating of the roadway unit.</p> <p>⁽²⁾ Second story cantilever living space not more than 4 feet into front yard.</p> <p>⁽³⁾ For parcels adjacent to the US 50 ROW in MAP-1 the minimum front setback can be reduced to 1 ft. from property line if the resulting setback is a minimum of 70 ft. from the centerline of US 50 and 35 feet from the centerline of the Pat Lowe multi-use trail.</p> <p>⁽⁴⁾ Multiple family density applies to apartments, condominiums, and townhomes. Note that Area Plan maximum density is reduced from the 25 units/acre allowed for Town Centers in TRPA Code Chapter 13 (Table 13.5.3-1).</p> <p>⁽⁵⁾ Detached single family dwellings limited to no more than 30% coverage per TRPA Code Sec 30.4.</p> <p>⁽⁶⁾ The maximum density for parcels in the Meyers Community Center Zoning District proposed for a mixture of land uses shall be calculated as a proportional share of the maximum densities used for different project land uses. These densities shall be combined together and rounded to the next lowest whole number. For example, if a 3 acre parcel proposes that 2 acres be used primarily for multiple family (20 units/acre) and 1 acre be used primarily for tourist accommodation other than bed and breakfast (30 units/acre), then the maximum density allowed for the project would be 30 tourist accommodation units and 40 multiple family units.</p> <p>⁽⁷⁾ Hotels/motels are only allowed in the Town Center portion of MAP-3.</p> <p>⁽⁸⁾ For building height above the maximum height of 26 feet, the applicable findings in TRPA Code Sec. 37.7 shall apply.</p> <p>⁽⁹⁾ A maximum building height of 42 feet is only allowed in the Town Center portion of the MAP-3 Zoning District. For building height above the maximum height of 26 feet, the findings in TRPA Code Sec. 37.7 shall apply.</p>									

APPENDIX C – TABLE OF PROPOSED GOAL AND POLICY REVISIONS

The table below summarizes all substantive revisions to Goal and Policy statements from the 1993 Meyers Community Plan (CP) to the Meyers Area Plan (under review for potential adoption).

Summary of Goal and Policy Statement Revisions	
Land Use Goals and Policies	
Revision	Rationale
Consolidated CP Economic Development objectives1 & 2 and associated policies into Land Use Goal 2 and Policy 2.1 (Ch. 2).	Removed ordinance level detail from the policy and placed it in the land use and zoning ordinance, kept the intent of the original policies.
Added Policy 3.2 (Ch. 2 Land Use) to promote consolidated public parking.	Policy supports existing goals from the CP, the community vision, increased walkability, and reduced automobile reliance.
Added Policy 3.3 (Ch. 2 Land Use) to coordinate with land management agencies and promote streamlining of guide services and special uses on public land.	Policy supports existing economic and recreation goals and responds to community input.
Deleted CP Community Design objective 3 and associated policy which called for developing substitute sign standards specific to Meyers.	Policy is implemented through sign standards in the Meyers Design Standards and Guidelines, Attachment A.
Added Policy 7.4 (Ch. 2 Land Use) to promote a coordinated way finding signage program in coordination with Caltrans and the City of South Lake Tahoe.	Policy responds to community input and is consistent with existing goals.
Added Policy 7.5 (Ch. 2 Land Use) to encourage the installation of a gateway monument sign.	Policy responds to community input and is consistent with existing goals.
Added Policy 7.6 (Ch. 2 Land Use) to identify areas where the use of banners to advertise community events is permissible.	Policy responds to community input and is consistent with existing goals
Added Policy 7.7 (Ch. 2 Land Use) to promote underground parking and other facilities.	Policy responds to community input and is consistent with existing goals. Policy also helps to achieve TRPA scenic improvement and coverage reduction goals.
Transportation Goals and Policies	
Revision	Rationale
Revised CP objective 5 and associated policy to clarify that chain-up improvements should provide public parking and recreation access during summer months (see Goal 5 and Policy 5.1, Ch. 3 Transportation).	Policy responds to community input and is consistent with existing recreation and transportation goals.

Added Policy 6.1 (Ch. 3 Transportation) to promote the development of a Safe Routes to School program.	Policy responds to community input.
Expanded CP policy under Goal 6 to support development of non-motorized trails identified in the Area Plan or Regional Transportation Plan, not just the Pat Lowe Bike Trail.	Revision makes the policy consistent with other adopted plans and additional improvements identified in the Area Plan.
Added Policy 6.3 (Ch. 3 Transportation) to support year round operations and maintenance of transportation infrastructure.	Policy responds to community input and supports other transportation and recreation goals.
Added Policy 6.4 (Ch. 3 Transportation) to support bicycle access along south Upper Truckee Road and SR 89.	Policy is consistent with adopted Regional Transportation Plan and existing conditions.
Added Policy 6.5 (Ch. 3 Transportation) to support year round operations and maintenance of the South Upper Truckee Road to Luther Pass.	Policy responds to community input and supports other transportation and recreation goals.
Added Policy 6.6 (Ch. 3 Transportation) to promote a grade-separated pedestrian crossing of US 50 within the Meyers Town Center.	Policy responds to community input and supports existing transportation goals.
Added Policy 6.7 (Ch. 3 Transportation) promoting specific non-motorized trail connections.	Policy responds to community input and supports existing transportation goals.
Environmental Conservation Goals and Policies	
Revision	Rationale
Added Policies 2.2 and 2.3 (Ch. 4 Environmental Conservation) to encourage protection and replanting of Sierra Juniper trees.	Policies support existing Goal and respond to community input.
Added Goal 6 and Policy 6.1 and 6.2 (Ch. 4 Environmental Conservation) to develop an area-wide stormwater BMP program.	Goal provides additional flexibility in achieving stormwater improvements consistent with TMDL NPDES permit requirements and adopted TRPA standards.
Added Goal 7 (Ch. 4 Environmental Conservation) to manage the Conservation districts primarily for natural resource values.	Goal reflects supports attainment of TRPA environmental standards and addresses conservation areas which were not included in the CP.
Recreation Goals and Policies	
Revision	Rationale
Deleted CP Policy under objective 1 that identified the preferred site for a permanent visitor center.	The property owner of the identified site is not interested in a permanent visitor center - deletion provides greater flexibility in locating future improvements.
Deleted CP objective 4 regarding discouraging outdoor storage visible from US 50.	The objective was redundant with a policy in the Land Use element and is addressed in the Meyers Design Standards and Guidelines.
Added Policies 3.1 and 3.2 (Ch. 5 Recreation) to encourage special events and private property investments consistent with recreation goals.	The policies respond to community input and provide additional detail consistent with existing goals.
Deleted policy under objective 4 that required recreation projects to be consistent with design standards.	Policy was redundant with requirements in the Land Use and Zoning ordinance, TRPA Code, and Meyers Design Standards and Guidelines.
Added Goal 4 (Ch. 5 Recreation) to provide a range of dispersed outdoor	Goal responds to community input and is consistent with the Area Plan vision and

recreation opportunities.	adopted TRPA policies.
Added Policies 4.1 and 4.2 (Ch. 5 Recreation) to promote a recreational trail network and winter access to adjacent public lands.	Policies respond to community input and support the new Goal 4.
Added Policy 5.2 (Ch. 5 Recreation) to promote trailheads that can serve as public parking for multiple uses.	Policy responds to community input and supports existing recreation and transportation goals.
Added Policy 5.3 (Ch. 5 Recreation) to promote an undercrossing of US 50.	Policy responds to community input and supports existing recreation and transportation goals.
Added Goal 6 (Ch. 5 Recreation) to anticipate and accommodate future trends in recreation.	Goal responds to community input and is consistent with the existing recreation goals.
Public Services Goals & Policies	
Revision	Rationale
Deleted CP objective 2 and associated policy calling for the establishment of a Post Office in the plan area.	The objective has been implemented and a Post Office exists
Added Goal 2 and Policy 2.1 (Ch. 6 Public Services) to promote the availability of best available communications and information infrastructure.	The Goal and Policy respond to community input and update the public services element to reflect contemporary infrastructure needs.
Deleted CP objective 4 and associated policy calling for a new or expanded Highway Patrol office in the plan area.	The objective has been implemented and a new Highway Patrol office exists
Deleted CP objective 6 and associated policy encouraging new public service uses to not require commercial floor area (CFA) allocations.	The objective and policy were redundant. Existing TRPA Code does not require new public service uses to receive CFA allocations.
Deleted CP objective 8 encouraging the CCC to retrofit its facilities.	The objective has been implemented and the CCC facilities have been retrofitted.
Implementation Goals & Policies	
Revision	Rationale
Added Policy 1.1 (Ch. 7 Implementation) identifying El Dorado County as having primary responsibility for project review.	Policy assumes the County will elect to increase project review delegation.
Added Policy 1.2 (Ch. 7 Implementation) establishing the Meyers Advisory Council (MAC).	Creates the MAC to serve as an advisory board to the County with responsibility for design review recommendations and suggestions related to plan maintenance or revisions.
Deleted CP objective 2 calling for the identification of entities responsible for implementing the plan.	The objective is implemented, the plan identified responsible entities.
Deleted the 4 CP policies under objective 2.	These policies were redundant and just repeated some requirements found elsewhere in the Plan's implementing ordinance or in the TRPA Code of Ordinances.
Deleted CP objective 3 and associated policy calling for a CFA allocation procedure.	The objective is implemented and the policy is addressed in the CFA allocation section of the implementing ordinance.
Deleted the CP policy under objective 4 that detailed how CFA would be allocated.	The policy was inconsistent with the proposed CFA allocation section of the implementing ordinance.
Deleted CP objective 5 calling for the development of cost estimates for	The plan identifies improvement needs at a conceptual level, but defers to future

capital improvements identified in the plan.	project development to identify additional detail and cost estimates for project implementation.
Deleted CP objective 8 calling for the CP to be incorporated into the County's General Plan.	The objective is implemented, and adoption of the Area Plan by the County will ensure it remains incorporated into and consistent with the General Plan.
Added Goal 2 (Ch. 7 Implementation) and associated policies calling for private sector improvements in the Meyers Area Plan.	The new goal and policy provide an additional strategy to implement the plan consistent with the incentives offered and design review required by the plan.
Added Goal 3 and new Policies 3.1 and 3.3 (Ch. 7 Implementation) encouraging the County, TRPA, and community groups to seek a variety of funding sources to implement the plan.	The new goal and policies provide strategies to implement the plan.
Added Goal 4 (Ch. 7 Implementation) calling for achieving a sustainable and compact land use pattern.	The goal is consistent with the TRPA Regional Plan, SB 375 required Sustainable Communities Strategy, and is consistent with policies in the existing CP.
Added Goal 5 and associated policies (Ch. 7 Implementation) providing a framework for plan maintenance and revisions.	The new Goal and policies clarify the process for plan maintenance and the role of the MAC.

APPENDIX D – VISUAL SIMULATIONS





3D.fx

Meyers Photo View Point #2
Highway 50 Looking South West

MASSING STUDY
Existing
July 2013

530.682.0535 • info@3DfxDesign.com

AEC: Visual Assessments • Visual Simulations • GIS • Marketing



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Meyers Photo View Point #2A
Highway 50 Looking South West. 25' Setback from Shared Use Path.

MASSING STUDY
July 2013

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AEC: Visual Assessments • Visual Simulations • GIS • Marketing



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Meyers Photo View Point #5
Highway 50 Looking South West

MASSING STUDY
Existing
July 2013

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Meyers Photo View Point #5
Highway 50 Looking South West

MASSING STUDY
July 2013

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AEC: Visual Assessments • Visual Simulations • GIS • Marketing



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Meyers Photo View Point #5

- 1). 14 feet tall, 48 Sq. Ft. in area and located 20 feet from the property line.
- 2). 14 feet tall, 75 Sq. Ft. in area and located at least 100 feet from US 50.
- 3). 14 feet tall, 48 Sq. Ft. in area. Located outside of the 50 foot US 50 setback and 15 foot trail setback.

SIGNAGE STUDY
September 2013

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Meyers Photo View Point #7
Highway 50 Looking South West

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Meyers Photo View Point #7
Highway 50 Looking South West

MASSING STUDY
July 2013

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APPENDIX E – MEYERS AREA PLAN EMISSIONS MODELING REPORT



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TECHNICAL MEMORANDUM

Date: 2/15/2017

To: Rob Brueck, AICP, Hauge Brueck Associates

From: Kurt Legleiter, Principal

Subject: Meyers Area Plan Emissions Modeling Report

INTRODUCTION

The purpose of this memorandum is to provide a summary of existing conditions and the operational emissions modeling conducted for the Meyers Community Plan, the updated Meyers Area Plan, and land uses identified in the 2012 Regional Plan Update. A comparative summary of daily and annual emissions of criteria air pollutants and precursors (e.g., ROG, NO_x, PM₁₀, PM_{2.5}, SO₂, and CO); as well as, greenhouse gas (GHG) emissions is included.

SUMMARY OF EXISTING CONDITIONS

Air Quality

Air quality concerns within the Lake Tahoe Air Basin (LTAB) are predominantly associated with adverse effects on human health, distance visibility, Lake Tahoe water clarity, and forest health. Primary factors known to influence air quality within the LTAB include topography and climate, which can affect pollutant transport and dispersion from sources located within and outside of the LTAB. Additional air quality concerns within the LTAB relate to the exposure of sensitive receptors to localized pollutant concentrations, including airborne concentrations of odors and toxic air contaminants (TACs), as well as increases in greenhouse gas (GHG) emissions.

California and federal governments use monitoring data to designate areas according to their attainment status for most of the pollutants with ambient air quality standards. The region is currently designated unclassified or attainment for all federal standards and non-attainment for State ozone and PM₁₀ standards. The region is designated attainment or unclassified for all remaining State standards.

Pursuant to Tahoe Regional Planning Agency (TRPA) Resolution 82-11, TRPA has adopted threshold standards for carbon monoxide (CO), ozone (O₃), visibility (atmospheric haze), nitrate deposition, and odor. For the evaluation of these standards, TRPA has adopted numerical threshold indicators, which address CO, O₃, particulate matter (PM₁₀ and PM_{2.5}), visibility, US Highway 50 traffic volumes, wood smoke, vehicle miles traveled (VMT), and atmospheric nutrient loading. In comparison to these threshold indicators, the LTAB has made significant progress over recent years. The majority of air quality threshold indicators for these standards are currently at or better than attainment.¹

¹ Tahoe Regional Planning Agency (TRPA). April 2012. *2011 Threshold Evaluation Report*.

Regulatory Framework

El Dorado County Air Quality Management District

The El Dorado County Air Quality Management District (EDCAQMD) is the agency primarily responsible for assuring that national and state ambient air quality standards are not exceeded and that air quality conditions are maintained through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the EDCAQMD includes, but is not limited to, the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the Federal Clean Air Act and the California Clean Air Act.

The local air districts have the authority over stationary or industrial sources. All projects that require air quality permits from the EDCAQMD are evaluated for TAC emissions. The EDCAQMD limits emissions and public exposure to TACs through a number of programs. The EDCAQMD prioritizes TAC-emitting stationary sources, based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. The EDCAQMD requires a comprehensive health risk assessment for facilities that are classified in the significant risk category, pursuant to AB 2588. For project's that are subject to CEQA review and determined to have a potentially significant impact, the EDCAQMD has identified mitigation measures to reduce short-term and long-term air quality impacts associated with future development projects.

Tahoe Regional Planning Agency

Environmental Threshold Carrying Capacities

As previously noted, TRPA has established thresholds that address CO, ozone, regional and sub-regional visibility, and nitrate deposition. Numerical standards have been established for each of these parameters, and management standards have been developed that are intended to assist in attaining the thresholds. The management standards include reducing particulate matter, maintaining levels of NO_x, reducing traffic volumes on US 50, and reducing VMT.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is the transportation element of the Lake Tahoe Regional Plan. Called Mobility 2035, the transportation plan seeks to improve mobility and safety for the commuting public while at the same time delivering environmental improvements throughout the transportation network. The TRPA Governing Board and Tahoe Metropolitan Planning Organization Governing Board approved an update to the plan on December 12, 2012 in conjunction with the 2012 Regional Plan Update. Mobility 2035 includes a Sustainable Communities Strategy (SCS) in accordance with California Senate Bill 375 (Sustainable Communities and Climate Protection Act). The SCS demonstrates how integrated transportation, land use, and housing strategies will help Lake Tahoe meet environmental thresholds and greenhouse gas targets for cars and light trucks on the California side of the Basin.

TRPA Code of Ordinances

TRPA Code of Ordinances, Chapter 65: Air Quality/Transportation identifies standards to protect air quality, and to attain and maintain applicable standards and thresholds. These standards include limits on direct sources of air pollution, and new and modified stationary source review; the establishment of programs to maintain and improve air quality, including a traffic and air quality mitigation program, a rental car mitigation program, and an employer-based trip reduction program. The Code of Ordinances also includes various measures to reduce construction-related emissions, including idling restrictions for construction-related equipment and vehicles.

Chapter 13 of TRPA Code of Ordinances includes a requirement for area plans to include a GHG-reduction strategy. To be found in conformance with the Regional Plan, Area Plans shall include a strategy to reduce

emissions of Greenhouse Gases from the operation or construction of buildings. The strategy shall include elements in addition to those included to satisfy other state requirements or requirements of this code. Additional elements included in the strategy may include but are not limited to the following:

- A local green building incentive program to reduce the energy consumption of new or remodeled buildings;
- A low interest loan or rebate program for alternative energy projects or energy efficiency retrofits;
- Modifications to the applicable building code or design standards to reduce energy consumption; or
- Capital improvements to reduce energy consumption or incorporate alternative energy production into public facilities.

EMISSIONS MODELING ASSESSMENT

Operational Emissions

Long-term operational emissions for the Meyers Community Plan (CP), Meyers Area Plan (AP), and the 2012 Regional Plan Update (RPU) were calculated using the CalEEMod computer model, version 2016.3.1. Modeling was conducted based on vehicle trip generation rates obtained from the *Meyers Area Plan – Trip Generation Analysis and Review of Pedestrian Crossing Enhancements*, prepared by LSC Transportation Consultants, Inc., July 14, 2016. Emissions modeling includes energy and transportation-related emissions reduction measures as currently required by TRPA Code of Ordinances, such as the installation of low-flow water devices (e.g., toilets, showerheads, faucets and appliances). Vehicle trip-generation rates include reductions for internal trips, non-auto trips, and pass-by trips, as identified in Tables B and C of the LSC report. Trip-generation rates for the RPU land uses were assumed to be equivalent to those identified for the AP. Emissions modeling was conducted for maximum daily and annual operational conditions. Modeling assumptions and output files are included in Appendix A of this report.

Maximum Daily Operational Emissions of Criteria Air Pollutants & Precursors

Maximum daily operational emissions for the CP, GPU and AP land uses are summarized in Tables 1 through 3, respectively. A comparative summary of total maximum daily emissions associated with these plans is included in Table 4.

As depicted in Tables 1 through 3, a majority of the emissions generated by these plans would be associated with area sources, predominantly the use of wood-burning fireplaces and stoves, and mobile sources. Seasonal variations of operational emissions are due to varying emission rates for on-road vehicles and the use of wood-burning stoves and landscape equipment. It is important to note that EDCAQMD's recommended thresholds of significance were established for individual development projects. The thresholds do not apply to cumulative development or multiple projects but have been included for informational purposes. Furthermore, actual emissions associated with future development will vary, depending project-specific design, site conditions, and building techniques. Nonetheless, increased emissions of criteria air pollutants and ozone precursors associated with future development could potentially exceed EDCAQMD's significance thresholds. Significant emissions increases associated with future development may also conflict with regional air quality planning efforts for the attainment and maintenance of ambient air quality standards.

In comparison to CP land uses, the proposed AP land uses would result in overall increases in emissions (refer to Table 4). Based on the traffic analysis prepared for this project, much of the growth in vehicle trip generation is attributed to the proposed community center use. Without the community center, this increase in emissions would be less. In comparison to the RPU land uses, the proposed AP would result in overall reductions in emissions. It is important to note, however, that the emissions model may not fully reflect potential reductions in VMT related emissions commonly associated with infill development. As a result, the estimated mobile-source emissions identified for the AP land uses are likely conservative.

Table 1
Daily Operational Emissions of Criteria Air Pollutants
Meyers Community Plan Land Uses

Source	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer Conditions						
Area ¹	83.3	1.5	96.6	0.2	13.0	13.0
Energy Use	0.2	2.0	1.6	0.0	0.2	0.2
Mobile ²	4.3	9.6	34.9	0.1	17.3	4.7
Total ³	87.8	13.1	133.1	0.3	30.4	17.8
Winter Conditions						
Area ¹	83.3	1.5	96.6	0.2	13.0	13.0
Energy Use	0.2	2.0	1.6	0.0	0.2	0.2
Mobile ²	3.2	10.2	34.4	0.1	17.3	4.7
Total ³	86.7	13.7	132.6	0.3	30.4	17.8
EDCAQMD Significance Thresholds ⁴	82	82				
Emissions Modeling Assumptions: 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units meeting current emission standards for new devices. 2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2016). 3. Totals may not sum due to rounding. 4. EDCAQMD-recommended significance thresholds apply to individual development projects and are included for informational purposes.						

Table 2
Daily Operational Emissions of Criteria Air Pollutants
2012 Regional Plan Update Land Uses

Source	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer Conditions						
Area ¹	237.5	4.4	281.9	0.5	37.9	37.9
Energy Use	0.5	4.1	3.3	0.0	0.3	0.3
Mobile ²	9.5	21.3	75.9	0.3	37.2	10.0
Total ³	247.4	29.8	361.1	0.8	75.5	48.3
Winter Conditions						
Area ¹	237.5	4.4	281.9	0.5	37.9	37.9
Energy Use	0.5	4.1	3.3	0.0	0.3	0.3
Mobile ²	7.0	22.5	75.2	0.3	37.2	10.0
Total ³	245.0	31.0	360.4	0.8	75.5	48.3
EDCAQMD Significance Thresholds ⁴	82	82				
Emissions Modeling Assumptions: 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units meeting current emission standards for new devices. 2. Trip-generation rates were assumed to be equivalent to AP land uses. 3. Totals may not sum due to rounding. 4. EDCAQMD-recommended significance thresholds apply to individual development projects and are included for informational purposes.						

Table 3
Daily Operational Emissions of Criteria Air Pollutants
Meyers Area Plan Land Uses

Source	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer Conditions						
Area ¹	139.0	2.6	165.6	0.3	22.3	22.3
Energy Use	0.3	2.3	1.8	<0.1	0.2	0.2
Mobile ²	5.7	12.9	45.9	0.2	22.6	6.1
Total ³	145.0	17.8	213.4	0.5	45.0	28.6
Winter Conditions						
Area ¹	139.0	2.6	165.6	0.3	22.3	22.3
Energy Use	0.3	2.3	1.8	<0.1	0.2	0.2
Mobile ²	4.2	13.6	45.5	0.2	22.6	6.1
Total ³	143.5	18.5	212.9	0.5	45.0	28.6
EDCAQMD Significance Thresholds ⁴	82	82				
<i>Emissions Modeling Assumptions:</i> 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units meeting current emission standards for new devices. 2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2016). 3. Totals may not sum due to rounding. 4. EDCAQMD-recommended significance thresholds apply to individual development projects and are included for informational purposes.						

Table 4
Comparison of Maximum Daily Operational Emissions of Criteria Air Pollutants

	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Meyers Community Plan Land Uses	87.8	13.7	133.1	0.3	30.4	17.8
2012 Regional Plan Update Land Uses	247.4	31.0	361.1	0.8	75.5	48.3
Meyers Area Plan Land Uses	145.0	18.5	213.4	0.5	45.0	28.6
Change - AP Compared to CP:	57.2	4.8	80.3	0.2	14.6	10.8
Change - AP Compared to RPU:	-102.4	-12.4	-147.7	-0.3	-30.5	-19.7

Annual Operational Emissions of Criteria Air Pollutants & Precursors

Maximum annual operational emissions for the CP, GPU and AP land uses are summarized in Tables 5 through 7, respectively. A comparative summary of annual emissions associated with these plans is included in Table 8. Consistent with the estimated daily emissions discussed above, the proposed Area Plan would result in overall increases in emissions when compared to the CP land uses and overall decreases in emissions when compared to the GPU land uses (refer to Table 8).

Annual Operational GHG Emissions

Annual operational GHG emissions for the CP, AP and GPU land uses are summarized in Table 9 through 11, respectively. A comparative summary of annual GHG emissions associated with these plans is included in Table 12. As noted, a majority of the emissions generated (roughly 62% to 65%) by the plans would be associated with mobile source operations. Energy use is the second leading contributor to operational-related GHG emissions. To a lesser extent, area sources, waste generation, and water use also contribute to the estimated increases in operational GHG emissions associated with these plans. In comparison to the CP land uses, the AP land uses would result in an overall increase in GHG emissions of approximately 836.8 MTCO₂e/year. In comparison to the RPU land uses, the AP land uses would result in an overall decrease in GHG emissions of approximately 2,252.4 MTCO₂e/year (refer to Table 12).

Table 5
Annual Operational Emissions of Criteria Air Pollutants
Meyers Community Plan Land Uses

Source	Annual Emissions (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area ¹	4.6	0.1	4.3	<0.1	0.5	0.5
Energy Use	<0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile ²	0.4	1.2	4.2	<0.1	2.1	0.6
Total ³	5.0	1.7	8.8	<0.1	2.7	1.1
Emissions Modeling Assumptions: 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units meeting current emission standards for new devices. 2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2016). 3. Totals may not sum due to rounding.						

Table 6
Annual Operational Emissions of Criteria Air Pollutants
2012 Regional Plan Update Land Uses

Source	Annual Emissions (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area ¹	12.4	0.2	12.5	<0.1	1.6	1.6
Energy Use	0.1	0.8	0.6	<0.1	0.1	0.1
Mobile ²	1.0	2.9	9.6	<0.1	4.8	1.3
Total ³	13.4	3.8	22.8	0.1	6.5	2.9
Emissions Modeling Assumptions: 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units meeting current emission standards for new devices. 2. Trip-generation rates were assumed to be equivalent to AP land uses. 3. Totals may not sum due to rounding.						

Table 7
Annual Operational Emissions of Criteria Air Pollutants
Meyers Area Plan Land Uses

Source	Annual Emissions (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area ¹	7.2	0.1	7.4	<0.1	0.9	0.9
Energy Use	0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile ²	0.6	1.8	5.9	<0.1	2.9	0.8
Total ³	7.8	2.3	13.6	<0.1	3.9	1.7
Emissions Modeling Assumptions: 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces and stoves) in residential units meeting current emission standards for new devices. 2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2016). 3. Totals may not sum due to rounding.						

Table 8
Comparison of Annual Operational Emissions of Criteria Air Pollutants

Plan	Daily Emissions (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Meyers Community Plan Land Uses	5.0	1.7	8.8	<0.1	2.7	1.1
2012 Regional Plan Update Land Uses	13.4	3.8	22.8	0.1	6.5	2.9
Meyers Area Plan Land Uses	7.8	2.3	13.6	<0.1	3.9	1.7
Change - AP Compared to CP:	2.8	0.6	4.8	<0.1	1.2	0.6
Change - AP Compared to RPU:	-5.6	-1.5	-9.2	-0.1	-2.6	-1.2

Table 9
Annual Operational GHG Emissions
Meyers Community Plan Land Uses

Source	Annual Emissions (MTCO ₂ e/year)	Percent Contribution
Area ¹	75.0	3.0%
Energy Use	791.7	31.8%
Mobile ²	1,549.6	62.2%
Waste Generation ³	35.8	1.4%
Water Use ⁴	40.5	1.6%
Total ⁵	2,492.6	

Emissions Modeling Assumptions:

1. Includes the installation of wood-burning hearth devices (e.g., fireplaces, stoves) for residential units meeting current emission standards for new devices.
2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2016).
3. Assumes statewide solid waste target diversion goal of 75% met by year 2035.
4. Includes installation of low-flow fixtures and appliances, per TRPA Code of Ordinances, Chapter 36.9.
5. Total may not sum due to rounding.

Table 10
Annual Operational GHG Emissions
2012 Regional Plan Update Land Uses

Source	Annual Emissions (MTCO ₂ e/year)	Percent Contribution
Area ¹	219.0	3.9%
Energy Use ²	1,680.1	30.1%
Mobile ³	3,531.8	63.3%
Waste Generation ⁴	83.0	1.5%
Water Use ⁴	67.9	1.2%
Total ⁵	5,581.8	

Emissions Modeling Assumptions:

1. Includes the installation of wood-burning hearth devices (e.g., fireplaces, stoves) for residential units meeting current emission standards for new devices.
2. Trip-generation rates were assumed to be equivalent to AP land uses.
3. Assumes statewide solid waste target diversion goal of 75% met by year 2035.
4. Includes installation of low-flow fixtures and appliances, per TRPA Code of Ordinances, Chapter 36.9.
5. Total may not sum due to rounding.

Table 11
Annual Operational GHG Emissions
Meyers Area Plan Land Uses

Source	Annual Emissions (MTCO _{2e} /year)	Percent Contribution
Area ¹	128.6	3.9%
Energy Use ²	946.9	28.4%
Mobile ³	2,152.2	64.6%
Waste Generation ⁴	57.6	1.7%
Water Use ⁴	44.1	1.3%
Total ⁵	3,329.4	
<i>Emissions Modeling Assumptions:</i> <ol style="list-style-type: none"> 1. Includes the installation of wood-burning hearth devices (e.g., fireplaces, stoves) for residential units meeting current emission standards for new devcies. 2. Includes internal, non-auto, and pass-by trip reductions as identified in the traffic analysis prepared for this project (LSC 2016). 3. Assumes statewide solid waste target diversion goal of 75% met by year 2035. 4. Includes installation of low-flow fixtures and appliances, per TRPA Code of Ordinances, Chapter 36.9. 		

Table 12
Comparison of Annual Operational GHG Emissions

Plan	Annual Emissions (MTCO _{2e} /year)
Meyers Community Plan Land Uses	2,492.6
2012 Regional Plan Update Land Uses	5,581.8
Meyers Area Plan Land Uses	3,329.4
Change - AP Compared to CP:	836.8
Change - AP Compared to RPU:	-2,252.4

Construction Emissions

Construction of proposed future land uses would generate construction-generated emissions. Construction-generated emissions are short-term and of temporary duration, lasting only as long as activities occur, but possess the potential to represent a significant air quality impact. Construction activities that typically result in short-term emissions may include, but are not limited to, demolition, site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The specific construction-related requirements associated with future development is not known at this time. As a result, no modeling of potential construction emissions was performed. However, future development associated would be anticipated to result in an increase in short-term construction-generated emissions. Depending on the activities conducted, emissions associated with individual construction projects may exceed the EDCAQMD's significance thresholds. For project's that are subject to CEQA review and determined to have a potentially significant impact, the EDCAQMD has identified mitigation measures to reduce short-term air quality impacts associated with future development projects.

The TRPA Code of Ordinances includes various requirements that would reduce short-term construction and long-term operational emissions. Likewise, EDCAQMD rules and regulations require implementation of measures to reduce fugitive dust and other pollutants. Standard TRPA and EDCAQMD measures address emissions related to the following: vehicle idling, wood-burning stoves, landscaping, energy efficient design and fixtures, bicycling, ridesharing and alternative transportation, waste reduction and debris burning, water efficiency, and implementation of the Area Plan mixed-use land uses, land use densities, and infill, and pedestrian, bicycle, and transit improvements, as well as implementation of the Area Plan Design Standards related to sustainable design and energy efficient lighting and landscaping.

Recommended Emission-Reduction Measures

Short-term Construction Emission-Reduction Measure: Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and shall incorporate emission-reduction measures sufficient to reduce potentially significant short-term air quality impacts to a less-than-significant level. Examples of such measures may include, but are not necessarily limited to, the following:

- a. Implementation of EDCAQMD-recommended measures and TRPA Code of Ordinance requirements to reduce construction-related emissions, including emissions from construction vehicles, off-road equipment, and fugitive dust.
- b. Use of low- or zero-emission construction equipment and use existing electrical power, to the extent locally available.
- c. Increased diversion of demolition and construction-generated waste for recycling/reuse.
- d. Use of prefabricated/painted building materials, to the extent locally available.
- e. Use of low- or zero-VOC content architectural coatings.

Long-term Operational Emission-Reduction Measure: Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and shall incorporate emission-reduction measures sufficient to reduce potentially significant long-term air quality impacts to a less-than-significant level. Examples of such measures may include, but are not necessarily limited to, the following:

- a. Prohibit the installation of wood-burning hearths and fireplaces.
- b. Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use.
- c. Incorporate energy-efficient appliances, interior lighting, and building mechanical systems in excess of applicable building and design standards. Encourage installation of solar panels for new residential and commercial development.
- d. Incorporate renewable energy sources in the project design (e.g., solar photovoltaic panels) in excess of applicable building and design standards.
- e. Incorporate higher efficacy public street and exterior lighting in excess of applicable building and design standards.
- f. Use daylight as an integral part of lighting systems in buildings in excess of applicable building and design standards.
- g. Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use in excess of applicable building and design standards.
- h. Promote the installation of energy-efficient roofing systems (e.g., "cool" roofs) and cool pavements in excess of applicable building and design standards. Cool roofs and pavements are designed to reflect more sunlight and absorb less heat than standard products.
- i. Incorporate solar and tankless hot water heaters.
- j. Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods.
- k. Include design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3.
- l. Include site design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles) beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3.
- m. Include measures that reduce water use (e.g., installation of low-water usage landscaping and irrigation systems) in excess of applicable building standards.
- n. Include measures that reduce waste generation.

- o. Incorporate gray water systems that redirect water from washbasins, showers, and tubs for use in toilet flushing, irrigation, and other non-potable uses.

Implementation of the above mitigation measure would help to reduce any potentially significant impacts associated with future development projects. It is also important to note that some of the measures identified above are also included in the AP Design Standards, as well as, the TRPA Code of Ordinances. These measures would reduce long-term operational emissions associated with future development, including emissions from mobile sources, area sources, energy use, water use and conveyance, and waste generation. Implementation of the above measure and compliance with the AP Design Standards and the TRPA Code of Ordinances would help to reduce long-term operational emissions.

Mitigated long-term operational emissions were quantified assuming the incorporation of measures that would promote alternative modes of transportation and increased pedestrian access, as well as, decreased emissions associated with wood-burning hearth devices. Mitigated emissions of criteria air pollutants for daily and annual operational conditions are summarized in Table 13 and Table 14, respectively. Mitigated annual GHG emissions are summarized in Table 15. Actual emissions would vary depending on the specific measures implemented. Implementation of other short-term and long-term emission-reduction measures would also help to reduce GHG emissions.

Table 13
Maximum Daily Operational Emissions of Criteria Air Pollutants with Mitigation
Meyers Area Plan Land Uses

Source	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area ¹	10.6	1.3	7.5	<0.1	0.1	0.1
Energy Use	0.3	2.3	1.8	<0.1	0.2	0.2
Mobile ²	5.7	13.5	45.2	0.2	22.1	6.0
Total ³	16.6	17.1	54.5	0.2	22.4	6.3
EDCAQMD Significance Thresholds ⁴	82	82				
<i>Emissions Modeling Assumptions:</i> 1. Assumes no wood-burning hearth devices (e.g., fireplaces and stoves) in residential units. 2. Includes reductions for promotion of alternative modes of transportation, including measures to improve pedestrian networks. 3. Totals may not sum due to rounding. 4. EDCAQMD-recommended significance thresholds apply to individual development projects and are included for informational purposes						

Table 14
Annual Operational Emissions of Criteria Air Pollutants with Mitigation
Meyers Area Plan Land Uses

Source	Annual Emissions (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area ¹	1.9	0.1	0.9	<0.1	<0.1	<0.1
Energy Use	0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile ²	0.6	1.7	5.8	<0.1	2.9	0.8
Total ³	2.5	2.2	7.0	<0.1	2.9	0.8
<i>Emissions Modeling Assumptions:</i> 1. Assumes no wood-burning hearth devices (e.g., fireplaces and stoves) in residential units. 2. Includes reductions for promotion of alternative modes of transportation, including measures to improve pedestrian networks. 3. Totals may not sum due to rounding. EDCAQMD-recommended significance thresholds apply to individual development projects and are included for informational purposes						

Table 15
Annual Operational GHG Emissions with Mitigation
Meyers Area Plan Land Uses

Source	Annual Emissions (MTCO _{2e} /year)	Percent Contribution
Area ¹	61.3	1.9%
Energy Use ²	946.9	29.4%
Mobile ³	2,111.6	65.5%
Waste Generation ⁴	57.6	1.8%
Water Use ⁵	44.1	1.4%
Total ⁶	3,221.5	
<i>Emissions Modeling Assumptions:</i> <ol style="list-style-type: none"> 1. Assumes no wood-burning hearth devices (e.g., fireplaces, stoves) in residential units. 2. Assumes compliance with current building standards. Measures implemented to achieve reductions beyond current building standards would result in additional reductions. 3. Includes reductions for promotion of alternative modes of transportation, including measures to improve pedestrian networks. 4. Assumes statewide solid waste target diversion goal of 75% met by year 2035. 5. Includes installation of low-flow fixtures and appliances, per TRPA Code of Ordinances, Chapter 36.9. 6. Totals may not sum due to rounding. 		

APPENDIX A
Emissions Modeling Assumptions & Results

TRIP GENERATION FOR CALEEMOD INPUT

MEYERS AREA PLAN-COMMUNITY PLAN LAND USES

LAND USE	QTY	UNIT	TRIP GEN	TOTAL TRIPS WITH REDUCTIONS
MOTEL	15	RM		131
MOTEL	16	RM		140
MOTEL	24	RM		207
MOTEL	23	RM		198
MOTEL TOTAL:	78		8.67	676
SPECIALTY RETAIL	12.14	KSF		216
SPECIALTY RETAIL	5.29	KSF		134
SPECIALTY RETAIL TOTAL:	17.43		20.08	350
HIGH-TURNOVER SITDOWN RESTAURANT	12.14	KSF		718
HIGH-TURNOVER SITDOWN RESTAURANT TOTAL:	12.14		59.14	718
GENERAL OFFICE BUILDING	18.22	KSF		301
GENERAL OFFICE BUILDING	6.01	KSF		152
GENERAL OFFICE BUILDING	5.29	KSF		124
GENERAL OFFICE BUILDING TOTAL:	29.52		19.55	577
SFR	3	DU		28
SFR	6	DU		56
SFR TOTAL:	9		9.33	84
MFR	31	DU		151
MFR	9	DU		51
MFR TOTAL:	40		5.05	202
GENERAL LIGHT INDUSTRIAL	21.78	KSF		149
GENERAL LIGHT INDUSTRIAL TOTAL:	21.78		6.84	149
				2,756

*Derived from Meyers Area plan - Trip Generation Analysis and Review of Pedestrian Crossing Enhancements, Table B. (LSC Transportation Consultings, Inc., July 14, 2016.)

MEYERS AREA PLAN-AREA PLAN LAND USES

LAND USE	QTY	UNIT	TRIP GEN	TOTAL TRIPS WITH REDUCTIONS
MOTEL	70	RM		543
MOTEL	18	RM		147
MOTEL TOTAL:	88		7.84	690
SPECIALTY RETAIL	6.36	KSF		131
SPECIALTY RETAIL	7.14			147
SPECIALTY RETAIL	5.29			138
SPECIALTY RETAIL	20.24	KSF		522
SPECIALTY RETAIL TOTAL:	39.03		24.03	938
HIGH-TURNOVER SITDOWN RESTAURANT	7.14			444
HIGH-TURNOVER SITDOWN RESTAURANT	6.36	KSF		396
HIGH-TURNOVER SITDOWN RESTAURANT TOTAL:	13.5		62.22	840
GENERAL OFFICE BUILDING	6.01	KSF		150
GENERAL OFFICE BUILDING TOTAL:	6.01		24.96	150
MFR	46	DU		259
MFR	16			100
MFR	9			56
MFR	12	DU		69
MFR TOTAL:	84		5.76	484
GENERAL LIGHT INDUSTRIAL	21.78	KSF		147
GENERAL LIGHT INDUSTRIAL TOTAL:	21.78		6.75	147
COMM. REC. CENTER	24			687
COMM. REC. CTR. TOTAL:	24		28.63	687
				3,936

*Derived from Meyers Area plan - Trip Generation Analysis and Review of Pedestrian Crossing Enhancements, Table C. (LSC Transportation Consultings, Inc., July 14, 2016.)

MEYERS AREA PLAN-REGIONAL PLAN LAND USES

LAND USE	QTY	UNIT	TRIP GEN	TOTAL TRIPS WITH REDUCTIONS
MOTEL	179	RM	7.84	1,404
SPECIALTY RETAIL	78.844	KSF	24.03	1,895
HIGH-TURNOVER SITDOWN RESTAURANT	20.255	KSF	62.22	1,260
GENERAL OFFICE BUILDING	9.017	KSF	24.96	225
SFR	0	DU	0.00	0
MFR	143	DU	5.76	824
GENERAL LIGHT INDUSTRIAL	21.78	KSF	6.75	147
COMM. REC. CENTER	24	KSF	28.63	687
				6,442

Assumes trip-generation rates would be similar to those identified for the Area Plan.

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

Meyers Area Plan - Area Plan Land Uses
El Dorado-Mountain County County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.01	1000sqft	0.14	6,010.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
Health Club	24.00	1000sqft	0.55	24,000.00	0
High Turnover (Sit Down Restaurant)	13.50	1000sqft	0.31	13,500.00	0
Motel	88.00	Room	3.96	172,497.60	0
Apartments Mid Rise	84.00	Dwelling Unit	2.21	84,000.00	240
Strip Mall	39.03	1000sqft	0.90	39,030.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Area Plan land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Trip/VMT reductions included in weekday trip-gen rates per traffic analysis. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Architectural Coating - .

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	138,409.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	415,226.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	56,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	170,100.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	3/3/2017	2/6/2017
tblLandscapeEquipment	NumberSnowDays	0	67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	34.00	0.00
tblVehicleTrips	WD_TR	6.65	5.76
tblVehicleTrips	WD_TR	6.97	6.75
tblVehicleTrips	WD_TR	11.03	24.96
tblVehicleTrips	WD_TR	32.93	28.63
tblVehicleTrips	WD_TR	127.15	62.22
tblVehicleTrips	WD_TR	5.63	7.84
tblVehicleTrips	WD_TR	44.32	24.03

2.0 Emissions Summary

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

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					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

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					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

	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
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

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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	7.1577	0.1128	7.3614	0.0118		0.9170	0.9170		0.9170	0.9170						128.6299
Energy	0.0464	0.4189	0.3312	2.5300e-003		0.0321	0.0321		0.0321	0.0321						946.8614
Mobile	0.5779	1.7524	5.8735	0.0236	2.9276	0.0139	2.9415	0.7837	0.0129	0.7966						2,152.2365
Waste						0.0000	0.0000		0.0000	0.0000						230.2535
Water						0.0000	0.0000		0.0000	0.0000						54.4172
Total	7.7821	2.2841	13.5661	0.0379	2.9276	0.9629	3.8906	0.7837	0.9620	1.7457						3,512.3985

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

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	1.8931	0.0613	0.8772	3.7000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003						61.3365
Energy	0.0464	0.4189	0.3312	2.5300e-003		0.0321	0.0321		0.0321	0.0321						946.8614
Mobile	0.5746	1.7360	5.7900	0.0231	2.8691	0.0137	2.8828	0.7681	0.0127	0.7808						2,111.5818
Waste						0.0000	0.0000		0.0000	0.0000						57.5634
Water						0.0000	0.0000		0.0000	0.0000						44.1198
Total	2.5141	2.2162	6.9983	0.0260	2.8691	0.0547	2.9237	0.7681	0.0537	0.8217						3,221.4629

	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
Percent Reduction	67.69	2.97	48.41	31.40	2.00	94.32	24.85	2.00	94.42	52.93	0.00	0.00	0.00	0.00	0.00	8.28

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0**Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	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
Architectural Coating	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

3.2 Architectural Coating - 2017**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	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

3.2 Architectural Coating - 2017**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	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	0.5746	1.7360	5.7900	0.0231	2.8691	0.0137	2.8828	0.7681	0.0127	0.7808						2,111.5818
Unmitigated	0.5779	1.7524	5.8735	0.0236	2.9276	0.0139	2.9415	0.7837	0.0129	0.7966						2,152.2365

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	483.84	536.76	492.24	1,834,308	1,797,621
General Light Industry	147.02	28.75	14.81	429,747	421,152
General Office Building	150.01	14.78	6.31	304,141	298,059
Health Club	687.12	500.88	641.52	1,173,567	1,150,096
High Turnover (Sit Down Restaurant)	839.97	2,138.00	1779.84	1,310,331	1,284,124
Motel	689.92	495.44	495.44	1,269,475	1,244,086
Strip Mall	937.89	1,640.82	797.38	1,625,075	1,592,573
Total	3,935.77	5,355.43	4,227.54	7,946,644	7,787,711

4.3 Trip Type Information

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Health Club	14.70	6.60	6.60	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Health Club	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	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						484.6568
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						484.6568
NaturalGas Mitigated	0.0464	0.4189	0.3312	2.5300e-003		0.0321	0.0321		0.0321	0.0321						462.2047
NaturalGas Unmitigated	0.0464	0.4189	0.3312	2.5300e-003		0.0321	0.0321		0.0321	0.0321						462.2047

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

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					
Apartments Mid Rise	1.0816e+006	5.8300e-003	0.0498	0.0212	3.2000e-004		4.0300e-003	4.0300e-003		4.0300e-003	4.0300e-003						58.0612
General Light Industry	407939	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						21.8986
General Office Building	99405.4	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004						5.3362
Health Club	449520	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003						24.1307
High Turnover (Sit Down Restaurant)	1.47987e+006	7.9800e-003	0.0725	0.0609	4.4000e-004		5.5100e-003	5.5100e-003		5.5100e-003	5.5100e-003						79.4408
Motel	4.63329e+006	0.0250	0.2271	0.1908	1.3600e-003		0.0173	0.0173		0.0173	0.0173						248.7190
Strip Mall	458603	2.4700e-003	0.0225	0.0189	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003						24.6182
Total		0.0464	0.4189	0.3312	2.5300e-003		0.0321	0.0321		0.0321	0.0321						462.2047

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

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					
Apartments Mid Rise	1.0816e+006	5.8300e-003	0.0498	0.0212	3.2000e-004		4.0300e-003	4.0300e-003		4.0300e-003	4.0300e-003						58.0612
General Light Industry	407939	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						21.8986
General Office Building	99405.4	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004						5.3362
Health Club	449520	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003						24.1307
High Turnover (Sit Down Restaurant)	1.47987e+006	7.9800e-003	0.0725	0.0609	4.4000e-004		5.5100e-003	5.5100e-003		5.5100e-003	5.5100e-003						79.4408
Motel	4.63329e+006	0.0250	0.2271	0.1908	1.3600e-003		0.0173	0.0173		0.0173	0.0173						248.7190
Strip Mall	458603	2.4700e-003	0.0225	0.0189	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003						24.6182
Total		0.0464	0.4189	0.3312	2.5300e-003		0.0321	0.0321		0.0321	0.0321						462.2047

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	383211				63.6174
General Light Industry	187526				31.1314
General Office Building	61542.4				10.2167
Health Club	206640				34.3046
High Turnover (Sit Down Restaurant)	430245				71.4255
Motel	1.17643e+006				195.3011
Strip Mall	473824				78.6601
Total					484.6568

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	383211				63.6174
General Light Industry	187526				31.1314
General Office Building	61542.4				10.2167
Health Club	206640				34.3046
High Turnover (Sit Down Restaurant)	430245				71.4255
Motel	1.17643e+006				195.3011
Strip Mall	473824				78.6601
Total					484.6568

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

	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	1.8931	0.0613	0.8772	3.7000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003						61.3365
Unmitigated	7.1577	0.1128	7.3614	0.0118		0.9170	0.9170		0.9170	0.9170						128.6299

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	0.4522					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	1.4092					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	5.2707	0.1029	6.5061	0.0118		0.9122	0.9122		0.9122	0.9122						127.1935
Landscaping	0.0257	9.8600e-003	0.8553	5.0000e-005		4.7500e-003	4.7500e-003		4.7500e-003	4.7500e-003						1.4363
Total	7.1577	0.1128	7.3614	0.0118		0.9170	0.9170		0.9170	0.9170						128.6299

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

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	0.4522					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	1.4092					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.0200e-003	0.0514	0.0219	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003						59.9002
Landscaping	0.0257	9.8600e-003	0.8553	5.0000e-005		4.7500e-003	4.7500e-003		4.7500e-003	4.7500e-003						1.4363
Total	1.8931	0.0613	0.8772	3.8000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003						61.3365

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				44.1198
Unmitigated				54.4172

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	5.47294 / 3.45033				14.3706
General Light Industry	5.03662 / 0				11.3800
General Office Building	1.06818 / 0.654691				2.7939
Health Club	1.41944 / 0.869977				3.7126
High Turnover (Sit Down Restaurant)	4.09771 / 0.261556				9.4105
Motel	2.23228 / 0.248031				5.1878
Strip Mall	2.89105 / 1.77193				7.5617
Total					54.4172

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.37835 / 3.23986				11.7751
General Light Industry	4.0293 / 0				9.1040
General Office Building	0.854544 / 0.614755				2.2880
Health Club	1.13555 / 0.816908				3.0404
High Turnover (Sit Down Restaurant)	3.27816 / 0.245601				7.5495
Motel	1.78582 / 0.232901				4.1703
Strip Mall	2.31284 / 1.66385				6.1925
Total					44.1198

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				57.5634
Unmitigated				230.2535

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	38.64				19.4321
General Light Industry	27.01				13.5834
General Office Building	5.59				2.8112
Health Club	136.8				68.7969
High Turnover (Sit Down Restaurant)	160.65				80.7911
Motel	48.18				24.2298
Strip Mall	40.98				20.6089
Total					230.2535

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	9.66				4.8580
General Light Industry	6.7525				3.3958
General Office Building	1.3975				0.7028
Health Club	34.2				17.1992
High Turnover (Sit Down Restaurant)	40.1625				20.1978
Motel	12.045				6.0575
Strip Mall	10.245				5.1522
Total					57.5634

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Annual

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

Meyers Area Plan - Area Plan Land Uses
El Dorado-Mountain County County, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.01	1000sqft	0.14	6,010.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
Health Club	24.00	1000sqft	0.55	24,000.00	0
High Turnover (Sit Down Restaurant)	13.50	1000sqft	0.31	13,500.00	0
Motel	88.00	Room	3.96	172,497.60	0
Apartments Mid Rise	84.00	Dwelling Unit	2.21	84,000.00	240
Strip Mall	39.03	1000sqft	0.90	39,030.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Area Plan land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Trip/VMT reductions included in weekday trip-gen rates per traffic analysis. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Architectural Coating - .

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	138,409.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	415,226.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	56,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	170,100.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	3/3/2017	2/6/2017
tblLandscapeEquipment	NumberSnowDays	0	67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	34.00	0.00
tblVehicleTrips	WD_TR	6.65	5.76
tblVehicleTrips	WD_TR	6.97	6.75
tblVehicleTrips	WD_TR	11.03	24.96
tblVehicleTrips	WD_TR	32.93	28.63
tblVehicleTrips	WD_TR	127.15	62.22
tblVehicleTrips	WD_TR	5.63	7.84
tblVehicleTrips	WD_TR	44.32	24.03

2.0 Emissions Summary

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

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					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

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					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

	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
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

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

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	138.9606	2.5903	165.6102	0.2879		22.2876	22.2876		22.2876	22.2876						3,432.500 1
Energy	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.744 8
Mobile	5.7385	12.8709	45.9390	0.1855	22.4412	0.1035	22.5447	5.9870	0.0961	6.0830						18,668.02 76
Total	144.9534	17.7565	213.3641	0.4873	22.4412	22.5669	45.0081	5.9870	22.5595	28.5464						24,892.27 25

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	10.5541	1.3339	7.4589	8.3700e-003		0.1399	0.1399		0.1399	0.1399						1,623.274 9
Energy	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.744 8
Mobile	5.7135	12.7597	45.2344	0.1820	21.9924	0.1018	22.0942	5.8672	0.0945	5.9617						18,315.90 00
Total	16.5221	16.3889	54.5081	0.2043	21.9924	0.4175	22.4099	5.8672	0.4102	6.2774						22,730.91 97

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

	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
Percent Reduction	88.60	7.70	74.45	58.08	2.00	98.15	50.21	2.00	98.18	78.01	0.00	0.00	0.00	0.00	0.00	8.68

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	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
Architectural Coating	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

3.2 Architectural Coating - 2017**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	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

3.2 Architectural Coating - 2017**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	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	5.7135	12.7597	45.2344	0.1820	21.9924	0.1018	22.0942	5.8672	0.0945	5.9617						18,315.9000
Unmitigated	5.7385	12.8709	45.9390	0.1855	22.4412	0.1035	22.5447	5.9870	0.0961	6.0830						18,668.0276

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	483.84	536.76	492.24	1,834,308	1,797,621
General Light Industry	147.02	28.75	14.81	429,747	421,152
General Office Building	150.01	14.78	6.31	304,141	298,059
Health Club	687.12	500.88	641.52	1,173,567	1,150,096
High Turnover (Sit Down Restaurant)	839.97	2,138.00	1779.84	1,310,331	1,284,124
Motel	689.92	495.44	495.44	1,269,475	1,244,086
Strip Mall	937.89	1,640.82	797.38	1,625,075	1,592,573
Total	3,935.77	5,355.43	4,227.54	7,946,644	7,787,711

4.3 Trip Type Information

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Health Club	14.70	6.60	6.60	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Health Club	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

	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	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448
NaturalGas Unmitigated	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

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					
Apartments Mid Rise	2963.29	0.0320	0.2731	0.1162	1.7400e-003		0.0221	0.0221		0.0221	0.0221						350.6935
General Light Industry	1117.64	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	272.344	2.9400e-003	0.0267	0.0224	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003						32.2308
Health Club	1231.56	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	4054.44	0.0437	0.3975	0.3339	2.3800e-003		0.0302	0.0302		0.0302	0.0302						479.8273
Motel	12693.9	0.1369	1.2445	1.0454	7.4700e-003		0.0946	0.0946		0.0946	0.0946						1,502.2784
Strip Mall	1256.45	0.0136	0.1232	0.1035	7.4000e-004		9.3600e-003	9.3600e-003		9.3600e-003	9.3600e-003						148.6955
Total		0.2544	2.2953	1.8148	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

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					
Apartments Mid Rise	2.96329	0.0320	0.2731	0.1162	1.7400e-003		0.0221	0.0221		0.0221	0.0221						350.6935
General Light Industry	1.11764	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	0.272344	2.9400e-003	0.0267	0.0224	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003						32.2308
Health Club	1.23156	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	4.05444	0.0437	0.3975	0.3339	2.3800e-003		0.0302	0.0302		0.0302	0.0302						479.8273
Motel	12.6939	0.1369	1.2445	1.0454	7.4700e-003		0.0946	0.0946		0.0946	0.0946						1,502.2784
Strip Mall	1.25645	0.0136	0.1232	0.1035	7.4000e-004		9.3600e-003	9.3600e-003		9.3600e-003	9.3600e-003						148.6955
Total		0.2544	2.2953	1.8148	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

	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	10.5541	1.3339	7.4589	8.3700e-003		0.1399	0.1399		0.1399	0.1399						1,623.2749
Unmitigated	138.9606	2.5903	165.6102	0.2879		22.2876	22.2876		22.2876	22.2876						3,432.5001

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	2.4776					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.7215					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	128.5532	2.5105	158.6849	0.2875		22.2491	22.2491		22.2491	22.2491						3,419.6799
Landscaping	0.2083	0.0799	6.9253	3.7000e-004		0.0385	0.0385		0.0385	0.0385						12.8202
Total	138.9606	2.5904	165.6102	0.2879		22.2876	22.2876		22.2876	22.2876						3,432.5001

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

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	2.4776					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.7215					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.1468	1.2541	0.5337	8.0000e-003		0.1014	0.1014		0.1014	0.1014						1,610.4548
Landscaping	0.2083	0.0799	6.9253	3.7000e-004		0.0385	0.0385		0.0385	0.0385						12.8202
Total	10.5541	1.3339	7.4589	8.3700e-003		0.1399	0.1399		0.1399	0.1399						1,623.2749

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Summer

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

Meyers Area Plan - Area Plan Land Uses

El Dorado-Mountain County County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.01	1000sqft	0.14	6,010.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
Health Club	24.00	1000sqft	0.55	24,000.00	0
High Turnover (Sit Down Restaurant)	13.50	1000sqft	0.31	13,500.00	0
Motel	88.00	Room	3.96	172,497.60	0
Apartments Mid Rise	84.00	Dwelling Unit	2.21	84,000.00	240
Strip Mall	39.03	1000sqft	0.90	39,030.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Area Plan land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Trip/VMT reductions included in weekday trip-gen rates per traffic analysis. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Architectural Coating - .

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	138,409.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	415,226.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	56,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	170,100.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	3/3/2017	2/6/2017
tblLandscapeEquipment	NumberSnowDays	0	67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	34.00	0.00
tblVehicleTrips	WD_TR	6.65	5.76
tblVehicleTrips	WD_TR	6.97	6.75
tblVehicleTrips	WD_TR	11.03	24.96
tblVehicleTrips	WD_TR	32.93	28.63
tblVehicleTrips	WD_TR	127.15	62.22
tblVehicleTrips	WD_TR	5.63	7.84
tblVehicleTrips	WD_TR	44.32	24.03

2.0 Emissions Summary

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

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					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

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					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

	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
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

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

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	138.9606	2.5903	165.6102	0.2879		22.2876	22.2876		22.2876	22.2876						3,432.500 1
Energy	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.744 8
Mobile	4.2414	13.6104	45.5108	0.1710	22.4412	0.1037	22.5449	5.9870	0.0962	6.0832						17,213.79 05
Total	143.4564	18.4960	212.9359	0.4728	22.4412	22.5671	45.0083	5.9870	22.5596	28.5466						23,438.03 54

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	10.5541	1.3339	7.4589	8.3700e-003		0.1399	0.1399		0.1399	0.1399						1,623.274 9
Energy	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.744 8
Mobile	4.2167	13.4858	44.9073	0.1678	21.9924	0.1020	22.0944	5.8672	0.0947	5.9619						16,889.63 25
Total	15.0252	17.1150	54.1810	0.1901	21.9924	0.4176	22.4100	5.8672	0.4103	6.2776						21,304.65 22

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

	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
Percent Reduction	89.53	7.47	74.56	59.80	2.00	98.15	50.21	2.00	98.18	78.01	0.00	0.00	0.00	0.00	0.00	9.10

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	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
Architectural Coating	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

3.2 Architectural Coating - 2017**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	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

3.2 Architectural Coating - 2017**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	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	4.2167	13.4858	44.9073	0.1678	21.9924	0.1020	22.0944	5.8672	0.0947	5.9619						16,889.6325
Unmitigated	4.2414	13.6104	45.5108	0.1710	22.4412	0.1037	22.5449	5.9870	0.0962	6.0832						17,213.7905

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	483.84	536.76	492.24	1,834,308	1,797,621
General Light Industry	147.02	28.75	14.81	429,747	421,152
General Office Building	150.01	14.78	6.31	304,141	298,059
Health Club	687.12	500.88	641.52	1,173,567	1,150,096
High Turnover (Sit Down Restaurant)	839.97	2,138.00	1779.84	1,310,331	1,284,124
Motel	689.92	495.44	495.44	1,269,475	1,244,086
Strip Mall	937.89	1,640.82	797.38	1,625,075	1,592,573
Total	3,935.77	5,355.43	4,227.54	7,946,644	7,787,711

4.3 Trip Type Information

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Health Club	14.70	6.60	6.60	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Health Club	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

	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	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448
NaturalGas Unmitigated	0.2544	2.2953	1.8149	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

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					
Apartments Mid Rise	2963.29	0.0320	0.2731	0.1162	1.7400e-003		0.0221	0.0221		0.0221	0.0221						350.6935
General Light Industry	1117.64	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	272.344	2.9400e-003	0.0267	0.0224	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003						32.2308
Health Club	1231.56	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	4054.44	0.0437	0.3975	0.3339	2.3800e-003		0.0302	0.0302		0.0302	0.0302						479.8273
Motel	12693.9	0.1369	1.2445	1.0454	7.4700e-003		0.0946	0.0946		0.0946	0.0946						1,502.2784
Strip Mall	1256.45	0.0136	0.1232	0.1035	7.4000e-004		9.3600e-003	9.3600e-003		9.3600e-003	9.3600e-003						148.6955
Total		0.2544	2.2953	1.8148	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

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					
Apartments Mid Rise	2.96329	0.0320	0.2731	0.1162	1.7400e-003		0.0221	0.0221		0.0221	0.0221						350.6935
General Light Industry	1.11764	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	0.272344	2.9400e-003	0.0267	0.0224	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003						32.2308
Health Club	1.23156	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	4.05444	0.0437	0.3975	0.3339	2.3800e-003		0.0302	0.0302		0.0302	0.0302						479.8273
Motel	12.6939	0.1369	1.2445	1.0454	7.4700e-003		0.0946	0.0946		0.0946	0.0946						1,502.2784
Strip Mall	1.25645	0.0136	0.1232	0.1035	7.4000e-004		9.3600e-003	9.3600e-003		9.3600e-003	9.3600e-003						148.6955
Total		0.2544	2.2953	1.8148	0.0139		0.1758	0.1758		0.1758	0.1758						2,791.7448

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

	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	10.5541	1.3339	7.4589	8.3700e-003		0.1399	0.1399		0.1399	0.1399						1,623.2749
Unmitigated	138.9606	2.5903	165.6102	0.2879		22.2876	22.2876		22.2876	22.2876						3,432.5001

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	2.4776					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.7215					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	128.5532	2.5105	158.6849	0.2875		22.2491	22.2491		22.2491	22.2491						3,419.6799
Landscaping	0.2083	0.0799	6.9253	3.7000e-004		0.0385	0.0385		0.0385	0.0385						12.8202
Total	138.9606	2.5904	165.6102	0.2879		22.2876	22.2876		22.2876	22.2876						3,432.5001

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

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	2.4776					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.7215					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.1468	1.2541	0.5337	8.0000e-003		0.1014	0.1014		0.1014	0.1014						1,610.4548
Landscaping	0.2083	0.0799	6.9253	3.7000e-004		0.0385	0.0385		0.0385	0.0385						12.8202
Total	10.5541	1.3339	7.4589	8.3700e-003		0.1399	0.1399		0.1399	0.1399						1,623.2749

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Area Plan Land Uses - El Dorado-Mountain County County, Winter

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

Meyers Area Plan - Community Plan Land Uses El Dorado-Mountain County County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	29.52	1000sqft	0.68	29,520.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
High Turnover (Sit Down Restaurant)	12.14	1000sqft	0.28	12,140.00	0
Motel	78.00	Room	3.51	152,895.60	0
Apartments Mid Rise	40.00	Dwelling Unit	1.05	40,000.00	114
Single Family Housing	9.00	Dwelling Unit	2.92	16,200.00	26
Strip Mall	17.43	1000sqft	0.40	17,430.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Community Plan land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Trip/VMT reductions included in weekday trip-gen rates per traffic analysis. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblLandscapeEquipment	NumberSnowDays	0	67
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	25.00	0.00
tblVehicleTrips	WD_TR	6.65	5.05
tblVehicleTrips	WD_TR	6.97	6.84
tblVehicleTrips	WD_TR	11.03	19.55
tblVehicleTrips	WD_TR	127.15	59.14
tblVehicleTrips	WD_TR	5.63	8.67
tblVehicleTrips	WD_TR	9.52	9.33
tblVehicleTrips	WD_TR	44.32	20.08

2.0 Emissions Summary

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

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					
2017	3.5881	1.0900e-003	9.3000e-004	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	9.0000e-005	9.0000e-005						0.1280
Maximum	3.5881	1.0900e-003	9.3000e-004	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	9.0000e-005	9.0000e-005						0.1280

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					
2017	3.5881	1.0900e-003	9.3000e-004	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	9.0000e-005	9.0000e-005						0.1280
Maximum	3.5881	1.0900e-003	9.3000e-004	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	9.0000e-005	9.0000e-005						0.1280

	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
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

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-6-2017	5-5-2017	2.5637	2.5637
		Highest	2.5637	2.5637

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	4.5809	0.0658	4.2947	6.9000e-003		0.5349	0.5349		0.5349	0.5349						75.0353
Energy	0.0396	0.3575	0.2850	2.1600e-003		0.0274	0.0274		0.0274	0.0274						791.7064
Mobile	0.4025	1.2316	4.1797	0.0170	2.1137	9.9400e-003	2.1236	0.5658	9.2300e-003	0.5751						1,549.5634
Waste						0.0000	0.0000		0.0000	0.0000						143.2414
Water						0.0000	0.0000		0.0000	0.0000						49.9237
Total	5.0230	1.6550	8.7594	0.0260	2.1137	0.5722	2.6859	0.5658	0.5715	1.1373						2,609.4702

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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	1.5098	0.0358	0.5123	2.2000e-004		5.2000e-003	5.2000e-003		5.2000e-003	5.2000e-003						35.7809
Energy	0.0396	0.3575	0.2850	2.1600e-003		0.0274	0.0274		0.0274	0.0274						791.7064
Mobile	0.4001	1.2198	4.1193	0.0167	2.0714	9.7800e-003	2.0812	0.5545	9.0800e-003	0.5636						1,520.2118
Waste						0.0000	0.0000		0.0000	0.0000						35.8104
Water						0.0000	0.0000		0.0000	0.0000						40.4619
Total	1.9495	1.6131	4.9166	0.0190	2.0714	0.0423	2.1137	0.5545	0.0416	0.5961						2,423.9713

	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
Percent Reduction	61.19	2.53	43.87	26.89	2.00	92.60	21.30	2.00	92.72	47.58	0.00	0.00	0.00	0.00	0.00	7.11

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0**Acres of Paving: 0****Residential Indoor: 113,805; Residential Outdoor: 37,935; Non-Residential Indoor: 350,648; Non-Residential Outdoor: 116,883; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Architectural Coating	1	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

3.2 Architectural Coating - 2017**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	3.5879					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	1.7000e-004	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						0.1280
Total	3.5881	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						0.1280

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

3.2 Architectural Coating - 2017**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	3.5879					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	1.7000e-004	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						0.1280
Total	3.5881	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						0.1280

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	0.4001	1.2198	4.1193	0.0167	2.0714	9.7800e-003	2.0812	0.5545	9.0800e-003	0.5636						1,520.2118
Unmitigated	0.4025	1.2316	4.1797	0.0170	2.1137	9.9400e-003	2.1236	0.5658	9.2300e-003	0.5751						1,549.5634

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	202.00	255.60	234.40	797,941	781,983
General Light Industry	148.98	28.75	14.81	435,157	426,453
General Office Building	577.12	72.62	31.00	1,178,948	1,155,369
High Turnover (Sit Down Restaurant)	717.96	1,922.61	1600.54	1,148,149	1,125,187
Motel	676.26	439.14	439.14	1,217,758	1,193,403
Single Family Housing	83.97	89.19	77.58	312,059	305,818
Strip Mall	349.99	732.76	356.09	647,239	634,295
Total	2,756.28	3,540.67	2,753.56	5,737,252	5,622,507

4.3 Trip Type Information

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Single Family Housing	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Single Family Housing	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	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						397.6077
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						397.6077
NaturalGas Mitigated	0.0396	0.3575	0.2850	2.1600e-003		0.0274	0.0274		0.0274	0.0274						394.0987
NaturalGas Unmitigated	0.0396	0.3575	0.2850	2.1600e-003		0.0274	0.0274		0.0274	0.0274						394.0987

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

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					
Apartments Mid Rise	515047	2.7800e-003	0.0237	0.0101	1.5000e-004		1.9200e-003	1.9200e-003		1.9200e-003	1.9200e-003						27.6482
General Light Industry	407939	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						21.8986
General Office Building	488261	2.6300e-003	0.0239	0.0201	1.4000e-004		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003						26.2103
High Turnover (Sit Down Restaurant)	1.33079e+006	7.1800e-003	0.0652	0.0548	3.9000e-004		4.9600e-003	4.9600e-003		4.9600e-003	4.9600e-003						71.4379
Motel	4.10678e+006	0.0221	0.2013	0.1691	1.2100e-003		0.0153	0.0153		0.0153	0.0153						220.4555
Single Family Housing	287891	1.5500e-003	0.0133	5.6400e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003						15.4543
Strip Mall	204803	1.1000e-003	0.0100	8.4300e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004						10.9940
Total		0.0396	0.3575	0.2850	2.1500e-003		0.0274	0.0274		0.0274	0.0274						394.0987

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

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					
Apartments Mid Rise	515047	2.7800e-003	0.0237	0.0101	1.5000e-004		1.9200e-003	1.9200e-003		1.9200e-003	1.9200e-003						27.6482
General Light Industry	407939	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						21.8986
General Office Building	488261	2.6300e-003	0.0239	0.0201	1.4000e-004		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003						26.2103
High Turnover (Sit Down Restaurant)	1.33079e+006	7.1800e-003	0.0652	0.0548	3.9000e-004		4.9600e-003	4.9600e-003		4.9600e-003	4.9600e-003						71.4379
Motel	4.10678e+006	0.0221	0.2013	0.1691	1.2100e-003		0.0153	0.0153		0.0153	0.0153						220.4555
Single Family Housing	287891	1.5500e-003	0.0133	5.6400e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003						15.4543
Strip Mall	204803	1.1000e-003	0.0100	8.4300e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004						10.9940
Total		0.0396	0.3575	0.2850	2.1500e-003		0.0274	0.0274		0.0274	0.0274						394.0987

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	182482				30.2940
General Light Industry	187526				31.1314
General Office Building	302285				50.1827
High Turnover (Sit Down Restaurant)	386902				64.2300
Motel	1.04275e+006				173.1078
Single Family Housing	81523.6				13.5338
Strip Mall	211600				35.1280
Total					397.6077

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	182482				30.2940
General Light Industry	187526				31.1314
General Office Building	302285				50.1827
High Turnover (Sit Down Restaurant)	386902				64.2300
Motel	1.04275e+006				173.1078
Single Family Housing	81523.6				13.5338
Strip Mall	211600				35.1280
Total					397.6077

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

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	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	1.5098	0.0358	0.5123	2.2000e-004		5.2000e-003	5.2000e-003		5.2000e-003	5.2000e-003						35.7809
Unmitigated	4.5809	0.0658	4.2947	6.9000e-003		0.5349	0.5349		0.5349	0.5349						75.0353

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	0.3588					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	1.1325					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	3.0746	0.0600	3.7952	6.8800e-003		0.5321	0.5321		0.5321	0.5321						74.1962
Landscaping	0.0151	5.7600e-003	0.4995	3.0000e-005		2.7800e-003	2.7800e-003		2.7800e-003	2.7800e-003						0.8391
Total	4.5809	0.0658	4.2947	6.9100e-003		0.5349	0.5349		0.5349	0.5349						75.0353

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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	0.3588					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	1.1325					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	3.5100e-003	0.0300	0.0128	1.9000e-004		2.4200e-003	2.4200e-003		2.4200e-003	2.4200e-003						34.9418
Landscaping	0.0151	5.7600e-003	0.4995	3.0000e-005		2.7800e-003	2.7800e-003		2.7800e-003	2.7800e-003						0.8391
Total	1.5098	0.0358	0.5123	2.2000e-004		5.2000e-003	5.2000e-003		5.2000e-003	5.2000e-003						35.7809

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				40.4619
Unmitigated				49.9237

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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.60616 / 1.64301				6.8431
General Light Industry	5.03662 / 0				11.3800
General Office Building	5.2467 / 3.21572				13.7231
High Turnover (Sit Down Restaurant)	3.6849 / 0.235206				8.4625
Motel	1.97861 / 0.219845				4.5983
Single Family Housing	0.586386 / 0.369678				1.5397
Strip Mall	1.29108 / 0.79131				3.3769
Total					49.9237

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.08493 / 1.54279				5.6072
General Light Industry	4.0293 / 0				9.1040
General Office Building	4.19736 / 3.01956				11.2382
High Turnover (Sit Down Restaurant)	2.94792 / 0.220859				6.7890
Motel	1.58289 / 0.206435				3.6964
Single Family Housing	0.469109 / 0.347128				1.2616
Strip Mall	1.03287 / 0.74304				2.7654
Total					40.4619

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				35.8104
Unmitigated				143.2414

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.4				9.2534
General Light Industry	27.01				13.5834
General Office Building	27.45				13.8047
High Turnover (Sit Down Restaurant)	144.47				72.6542
Motel	42.7				21.4739
Single Family Housing	6.5				3.2689
Strip Mall	18.3				9.2031
Total					143.2414

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	4.6				2.3134
General Light Industry	6.7525				3.3958
General Office Building	6.8625				3.4512
High Turnover (Sit Down Restaurant)	36.1175				18.1636
Motel	10.675				5.3685
Single Family Housing	1.625				0.8172
Strip Mall	4.575				2.3008
Total					35.8104

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Annual

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

Meyers Area Plan - Community Plan Land Uses

El Dorado-Mountain County County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	29.52	1000sqft	0.68	29,520.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
High Turnover (Sit Down Restaurant)	12.14	1000sqft	0.28	12,140.00	0
Motel	78.00	Room	3.51	152,895.60	0
Apartments Mid Rise	40.00	Dwelling Unit	1.05	40,000.00	114
Single Family Housing	9.00	Dwelling Unit	2.92	16,200.00	26
Strip Mall	17.43	1000sqft	0.40	17,430.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Community Plan land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Trip/VMT reductions included in weekday trip-gen rates per traffic analysis. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblLandscapeEquipment	NumberSnowDays	0	67
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	25.00	0.00
tblVehicleTrips	WD_TR	6.65	5.05
tblVehicleTrips	WD_TR	6.97	6.84
tblVehicleTrips	WD_TR	11.03	19.55
tblVehicleTrips	WD_TR	127.15	59.14
tblVehicleTrips	WD_TR	5.63	8.67
tblVehicleTrips	WD_TR	9.52	9.33
tblVehicleTrips	WD_TR	44.32	20.08

2.0 Emissions Summary

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

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					
2017	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909
Maximum	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909

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					
2017	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909
Maximum	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909

	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
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

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

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	83.2825	1.5111	96.6107	0.1679		13.0011	13.0011		13.0011	13.0011						2,002.3026
Energy	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804
Mobile	4.2572	9.6357	34.8779	0.1419	17.2029	0.0787	17.2816	4.5895	0.0731	4.6625						14,276.9923
Total	87.7566	13.1058	133.0501	0.3216	17.2029	13.2297	30.4326	4.5895	13.2241	17.8136						18,659.6753

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	8.3788	0.7782	4.3558	4.8800e-003		0.0816	0.0816		0.0816	0.0816						946.9213
Energy	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804
Mobile	4.2381	9.5505	34.3378	0.1392	16.8589	0.0774	16.9363	4.4977	0.0719	4.5696						14,007.0591
Total	12.8338	12.2877	40.2551	0.1559	16.8589	0.3089	17.1678	4.4977	0.3034	4.8010						17,334.3608

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

	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
Percent Reduction	85.38	6.24	69.74	51.53	2.00	97.67	43.59	2.00	97.71	73.05	0.00	0.00	0.00	0.00	0.00	7.10

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 113,805; Residential Outdoor: 37,935; Non-Residential Indoor: 350,648; Non-Residential Outdoor: 116,883; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Architectural Coating	1	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

3.2 Architectural Coating - 2017**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	7,175.8027					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909
Total	7,176.1350	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

3.2 Architectural Coating - 2017**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	7,175.8027					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909
Total	7,176.1350	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	4.2381	9.5505	34.3378	0.1392	16.8589	0.0774	16.9363	4.4977	0.0719	4.5696						14,007.0591
Unmitigated	4.2572	9.6357	34.8779	0.1419	17.2029	0.0787	17.2816	4.5895	0.0731	4.6625						14,276.9923

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	202.00	255.60	234.40	797,941	781,983
General Light Industry	148.98	28.75	14.81	435,157	426,453
General Office Building	577.12	72.62	31.00	1,178,948	1,155,369
High Turnover (Sit Down Restaurant)	717.96	1,922.61	1600.54	1,148,149	1,125,187
Motel	676.26	439.14	439.14	1,217,758	1,193,403
Single Family Housing	83.97	89.19	77.58	312,059	305,818
Strip Mall	349.99	732.76	356.09	647,239	634,295
Total	2,756.28	3,540.67	2,753.56	5,737,252	5,622,507

4.3 Trip Type Information

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Single Family Housing	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Single Family Housing	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

	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	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804
NaturalGas Unmitigated	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

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					
Apartments Mid Rise	1411.09	0.0152	0.1300	0.0553	8.3000e-004		0.0105	0.0105		0.0105	0.0105						166.9969
General Light Industry	1117.64	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	1337.7	0.0144	0.1312	0.1102	7.9000e-004		9.9700e-003	9.9700e-003		9.9700e-003	9.9700e-003						158.3118
High Turnover (Sit Down Restaurant)	3645.99	0.0393	0.3575	0.3003	2.1400e-003		0.0272	0.0272		0.0272	0.0272						431.4891
Motel	11251.4	0.1213	1.1031	0.9266	6.6200e-003		0.0838	0.0838		0.0838	0.0838						1,331.5650
Single Family Housing	788.742	8.5100e-003	0.0727	0.0309	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003						93.3446
Strip Mall	561.103	6.0500e-003	0.0550	0.0462	3.3000e-004		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003						66.4044
Total		0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

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					
Apartments Mid Rise	1.41109	0.0152	0.1300	0.0553	8.3000e-004		0.0105	0.0105		0.0105	0.0105						166.9969
General Light Industry	1.11764	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	1.3377	0.0144	0.1312	0.1102	7.9000e-004		9.9700e-003	9.9700e-003		9.9700e-003	9.9700e-003						158.3118
High Turnover (Sit Down Restaurant)	3.64599	0.0393	0.3575	0.3003	2.1400e-003		0.0272	0.0272		0.0272	0.0272						431.4891
Motel	11.2514	0.1213	1.1031	0.9266	6.6200e-003		0.0838	0.0838		0.0838	0.0838						1,331.5650
Single Family Housing	0.788742	8.5100e-003	0.0727	0.0309	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003						93.3446
Strip Mall	0.561103	6.0500e-003	0.0550	0.0462	3.3000e-004		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003						66.4044
Total		0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

	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	8.3788	0.7782	4.3558	4.8800e-003		0.0816	0.0816		0.0816	0.0816						946.9213
Unmitigated	83.2825	1.5111	96.6107	0.1679		13.0011	13.0011		13.0011	13.0011						2,002.3026

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	1.9660					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	6.2053					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	74.9894	1.4645	92.5662	0.1677		12.9787	12.9787		12.9787	12.9787						1,994.8133
Landscaping	0.1219	0.0466	4.0445	2.1000e-004		0.0225	0.0225		0.0225	0.0225						7.4893
Total	83.2825	1.5111	96.6107	0.1679		13.0012	13.0012		13.0012	13.0012						2,002.3026

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

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	1.9660					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	6.2053					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.0856	0.7315	0.3113	4.6700e-003		0.0592	0.0592		0.0592	0.0592						939.4320
Landscaping	0.1219	0.0466	4.0445	2.1000e-004		0.0225	0.0225		0.0225	0.0225						7.4893
Total	8.3788	0.7782	4.3558	4.8800e-003		0.0816	0.0816		0.0816	0.0816						946.9213

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Summer

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

Meyers Area Plan - Community Plan Land Uses

El Dorado-Mountain County County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	29.52	1000sqft	0.68	29,520.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
High Turnover (Sit Down Restaurant)	12.14	1000sqft	0.28	12,140.00	0
Motel	78.00	Room	3.51	152,895.60	0
Apartments Mid Rise	40.00	Dwelling Unit	1.05	40,000.00	114
Single Family Housing	9.00	Dwelling Unit	2.92	16,200.00	26
Strip Mall	17.43	1000sqft	0.40	17,430.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Community Plan land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Trip/VMT reductions included in weekday trip-gen rates per traffic analysis. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblLandscapeEquipment	NumberSnowDays	0	67
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	25.00	0.00
tblVehicleTrips	WD_TR	6.65	5.05
tblVehicleTrips	WD_TR	6.97	6.84
tblVehicleTrips	WD_TR	11.03	19.55
tblVehicleTrips	WD_TR	127.15	59.14
tblVehicleTrips	WD_TR	5.63	8.67
tblVehicleTrips	WD_TR	9.52	9.33
tblVehicleTrips	WD_TR	44.32	20.08

2.0 Emissions Summary

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

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					
2017	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909
Maximum	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909

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					
2017	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909
Maximum	7,176.1350	2.1850	1.8681	2.9700e-003	0.0000	0.1733	0.1733	0.0000	0.1733	0.1733						282.1909

	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
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

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

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	83.2825	1.5111	96.6107	0.1679		13.0011	13.0011		13.0011	13.0011						2,002.3026
Energy	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804
Mobile	3.1566	10.2006	34.4038	0.1308	17.2029	0.0788	17.2818	4.5895	0.0732	4.6627						13,163.9660
Total	86.6560	13.6707	132.5760	0.3105	17.2029	13.2298	30.4328	4.5895	13.2242	17.8137						17,546.6490

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	8.3788	0.7782	4.3558	4.8800e-003		0.0816	0.0816		0.0816	0.0816						946.9213
Energy	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804
Mobile	3.1376	10.1050	33.9411	0.1283	16.8589	0.0775	16.9364	4.4977	0.0720	4.5697						12,915.4737
Total	11.7333	12.8422	39.8584	0.1450	16.8589	0.3090	17.1679	4.4977	0.3035	4.8012						16,242.7753

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

	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
Percent Reduction	86.46	6.06	69.94	53.30	2.00	97.66	43.59	2.00	97.71	73.05	0.00	0.00	0.00	0.00	0.00	7.43

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 113,805; Residential Outdoor: 37,935; Non-Residential Indoor: 350,648; Non-Residential Outdoor: 116,883; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Architectural Coating	1	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

3.2 Architectural Coating - 2017**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	7,175.8027					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909
Total	7,176.1350	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

3.2 Architectural Coating - 2017**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	7,175.8027					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909
Total	7,176.1350	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733						282.1909

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	3.1376	10.1050	33.9411	0.1283	16.8589	0.0775	16.9364	4.4977	0.0720	4.5697						12,915.47 37
Unmitigated	3.1566	10.2006	34.4038	0.1308	17.2029	0.0788	17.2818	4.5895	0.0732	4.6627						13,163.96 60

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	202.00	255.60	234.40	797,941	781,983
General Light Industry	148.98	28.75	14.81	435,157	426,453
General Office Building	577.12	72.62	31.00	1,178,948	1,155,369
High Turnover (Sit Down Restaurant)	717.96	1,922.61	1600.54	1,148,149	1,125,187
Motel	676.26	439.14	439.14	1,217,758	1,193,403
Single Family Housing	83.97	89.19	77.58	312,059	305,818
Strip Mall	349.99	732.76	356.09	647,239	634,295
Total	2,756.28	3,540.67	2,753.56	5,737,252	5,622,507

4.3 Trip Type Information

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Single Family Housing	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Single Family Housing	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

	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	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804
NaturalGas Unmitigated	0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

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					
Apartments Mid Rise	1411.09	0.0152	0.1300	0.0553	8.3000e-004		0.0105	0.0105		0.0105	0.0105						166.9969
General Light Industry	1117.64	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	1337.7	0.0144	0.1312	0.1102	7.9000e-004		9.9700e-003	9.9700e-003		9.9700e-003	9.9700e-003						158.3118
High Turnover (Sit Down Restaurant)	3645.99	0.0393	0.3575	0.3003	2.1400e-003		0.0272	0.0272		0.0272	0.0272						431.4891
Motel	11251.4	0.1213	1.1031	0.9266	6.6200e-003		0.0838	0.0838		0.0838	0.0838						1,331.5650
Single Family Housing	788.742	8.5100e-003	0.0727	0.0309	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003						93.3446
Strip Mall	561.103	6.0500e-003	0.0550	0.0462	3.3000e-004		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003						66.4044
Total		0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

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					
Apartments Mid Rise	1.41109	0.0152	0.1300	0.0553	8.3000e-004		0.0105	0.0105		0.0105	0.0105						166.9969
General Light Industry	1.11764	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	1.3377	0.0144	0.1312	0.1102	7.9000e-004		9.9700e-003	9.9700e-003		9.9700e-003	9.9700e-003						158.3118
High Turnover (Sit Down Restaurant)	3.64599	0.0393	0.3575	0.3003	2.1400e-003		0.0272	0.0272		0.0272	0.0272						431.4891
Motel	11.2514	0.1213	1.1031	0.9266	6.6200e-003		0.0838	0.0838		0.0838	0.0838						1,331.5650
Single Family Housing	0.788742	8.5100e-003	0.0727	0.0309	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003						93.3446
Strip Mall	0.561103	6.0500e-003	0.0550	0.0462	3.3000e-004		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003						66.4044
Total		0.2169	1.9590	1.5615	0.0118		0.1499	0.1499		0.1499	0.1499						2,380.3804

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

	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	8.3788	0.7782	4.3558	4.8800e-003		0.0816	0.0816		0.0816	0.0816						946.9213
Unmitigated	83.2825	1.5111	96.6107	0.1679		13.0011	13.0011		13.0011	13.0011						2,002.3026

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	1.9660					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	6.2053					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	74.9894	1.4645	92.5662	0.1677		12.9787	12.9787		12.9787	12.9787						1,994.8133
Landscaping	0.1219	0.0466	4.0445	2.1000e-004		0.0225	0.0225		0.0225	0.0225						7.4893
Total	83.2825	1.5111	96.6107	0.1679		13.0012	13.0012		13.0012	13.0012						2,002.3026

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

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	1.9660					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	6.2053					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.0856	0.7315	0.3113	4.6700e-003		0.0592	0.0592		0.0592	0.0592						939.4320
Landscaping	0.1219	0.0466	4.0445	2.1000e-004		0.0225	0.0225		0.0225	0.0225						7.4893
Total	8.3788	0.7782	4.3558	4.8800e-003		0.0816	0.0816		0.0816	0.0816						946.9213

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Community Plan Land Uses - El Dorado-Mountain County County, Winter

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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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
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

Meyers Area Plan - Regional Plan Update Land Uses

El Dorado-Mountain County County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	9.02	1000sqft	0.21	9,017.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
Health Club	24.00	1000sqft	0.55	24,000.00	0
High Turnover (Sit Down Restaurant)	20.26	1000sqft	0.46	20,255.00	0
Motel	179.00	Room	8.05	350,875.80	0
Apartments Mid Rise	143.00	Dwelling Unit	3.76	143,000.00	409
Strip Mall	78.84	1000sqft	1.81	78,844.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Regional Plan Update land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Assumes weekday trip-gen rates would be similar to AP. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	3/3/2017	2/6/2017
tblLandscapeEquipment	NumberSnowDays	0	67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	61.00	0.00
tblVehicleTrips	WD_TR	6.65	5.83
tblVehicleTrips	WD_TR	6.97	6.75
tblVehicleTrips	WD_TR	11.03	24.96
tblVehicleTrips	WD_TR	32.93	28.63
tblVehicleTrips	WD_TR	127.15	62.22
tblVehicleTrips	WD_TR	5.63	7.84
tblVehicleTrips	WD_TR	44.32	24.03

2.0 Emissions Summary

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

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					
2017	8.0860	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	8.0860	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

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					
2017	8.0860	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	8.0860	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

	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
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

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-6-2017	5-5-2017	5.7757	5.7757
		Highest	5.7757	5.7757

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	12.3550	0.1920	12.5319	0.0201		1.5610	1.5610		1.5610	1.5610						218.9772
Energy	0.0831	0.7504	0.5952	4.5400e-003		0.0574	0.0574		0.0574	0.0574						1,680.1069
Mobile	0.9487	2.8764	9.6397	0.0387	4.8041	0.0228	4.8269	1.2861	0.0212	1.3072						3,531.7970
Waste						0.0000	0.0000		0.0000	0.0000						331.7792
Water						0.0000	0.0000		0.0000	0.0000						83.6929
Total	13.3868	3.8189	22.7668	0.0634	4.8041	1.6413	6.4453	1.2861	1.6396	2.9257						5,846.3532

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.3925	0.1043	1.4933	6.4000e-004		0.0152	0.0152		0.0152	0.0152						104.4183
Energy	0.0831	0.7504	0.5952	4.5400e-003		0.0574	0.0574		0.0574	0.0574						1,680.1069
Mobile	0.9432	2.8496	9.5026	0.0380	4.7080	0.0224	4.7304	1.2603	0.0208	1.2812						3,465.0851
Waste						0.0000	0.0000		0.0000	0.0000						82.9448
Water						0.0000	0.0000		0.0000	0.0000						67.9399
Total	4.4189	3.7043	11.5911	0.0431	4.7080	0.0950	4.8030	1.2603	0.0934	1.3538						5,400.4949

	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
Percent Reduction	66.99	3.00	49.09	31.93	2.00	94.21	25.48	2.00	94.30	53.73	0.00	0.00	0.00	0.00	0.00	7.63

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0**Acres of Paving: 0****Residential Indoor: 289,575; Residential Outdoor: 96,525; Non-Residential Indoor: 757,158; Non-Residential Outdoor: 252,386; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	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
Architectural Coating	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Architectural Coating - 2017**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	8.0860					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	8.0860	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

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3.2 Architectural Coating - 2017**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	8.0860					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	8.0860	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	0.9432	2.8496	9.5026	0.0380	4.7080	0.0224	4.7304	1.2603	0.0208	1.2812						3,465.0851
Unmitigated	0.9487	2.8764	9.6397	0.0387	4.8041	0.0228	4.8269	1.2861	0.0212	1.3072						3,531.7970

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	833.69	913.77	837.98	3,149,315	3,086,329
General Light Industry	147.02	28.75	14.81	429,747	421,152
General Office Building	225.06	22.18	9.47	456,313	447,187
Health Club	687.12	500.88	641.52	1,173,567	1,150,096
High Turnover (Sit Down Restaurant)	1,260.27	3,207.78	2670.42	1,965,982	1,926,662
Motel	1,403.36	1,007.77	1007.77	2,582,228	2,530,583
Strip Mall	1,894.62	3,314.60	1610.78	3,282,792	3,217,136
Total	6,451.14	8,995.74	6,792.75	13,039,944	12,779,146

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Health Club	14.70	6.60	6.60	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Health Club	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	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						852.3906
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						852.3906
NaturalGas Mitigated	0.0831	0.7504	0.5952	4.5400e-003		0.0574	0.0574		0.0574	0.0574						827.7163
NaturalGas Unmitigated	0.0831	0.7504	0.5952	4.5400e-003		0.0574	0.0574		0.0574	0.0574						827.7163

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

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					
Apartments Mid Rise	1.84129e+006	9.9300e-003	0.0848	0.0361	5.4000e-004		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003						98.8424
General Light Industry	407939	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						21.8986
General Office Building	149141	8.0000e-004	7.3100e-003	6.1400e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004						8.0060
Health Club	449520	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003						24.1307
High Turnover (Sit Down Restaurant)	2.22035e+006	0.0120	0.1088	0.0914	6.5000e-004		8.2700e-003	8.2700e-003		8.2700e-003	8.2700e-003						119.1906
Motel	9.42452e+006	0.0508	0.4620	0.3881	2.7700e-003		0.0351	0.0351		0.0351	0.0351						505.9171
Strip Mall	926417	5.0000e-003	0.0454	0.0382	2.7000e-004		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						49.7309
Total		0.0831	0.7504	0.5952	4.5200e-003		0.0574	0.0574		0.0574	0.0574						827.7163

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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					
Apartments Mid Rise	1.84129e+006	9.9300e-003	0.0848	0.0361	5.4000e-004		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003						98.8424
General Light Industry	407939	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						21.8986
General Office Building	149141	8.0000e-004	7.3100e-003	6.1400e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004						8.0060
Health Club	449520	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003						24.1307
High Turnover (Sit Down Restaurant)	2.22035e+006	0.0120	0.1088	0.0914	6.5000e-004		8.2700e-003	8.2700e-003		8.2700e-003	8.2700e-003						119.1906
Motel	9.42452e+006	0.0508	0.4620	0.3881	2.7700e-003		0.0351	0.0351		0.0351	0.0351						505.9171
Strip Mall	926417	5.0000e-003	0.0454	0.0382	2.7000e-004		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						49.7309
Total		0.0831	0.7504	0.5952	4.5200e-003		0.0574	0.0574		0.0574	0.0574						827.7163

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	652372				108.3010
General Light Industry	187526				31.1314
General Office Building	92334.1				15.3285
Health Club	206640				34.3046
High Turnover (Sit Down Restaurant)	645527				107.1647
Motel	2.39297e+006				397.2603
Strip Mall	957166				158.9003
Total					852.3906

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	652372				108.3010
General Light Industry	187526				31.1314
General Office Building	92334.1				15.3285
Health Club	206640				34.3046
High Turnover (Sit Down Restaurant)	645527				107.1647
Motel	2.39297e+006				397.2603
Strip Mall	957166				158.9003
Total					852.3906

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.3925	0.1043	1.4933	6.4000e-004		0.0152	0.0152		0.0152	0.0152						104.4183
Unmitigated	12.3550	0.1920	12.5319	0.0201		1.5610	1.5610		1.5610	1.5610						218.9772

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	0.8086					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	2.5299					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	8.9727	0.1752	11.0758	0.0201		1.5529	1.5529		1.5529	1.5529						216.5319
Landscaping	0.0438	0.0168	1.4561	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003						2.4453
Total	12.3550	0.1920	12.5319	0.0202		1.5610	1.5610		1.5610	1.5610						218.9772

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

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	0.8086					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	2.5299					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.0102	0.0875	0.0373	5.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003						101.9729
Landscaping	0.0438	0.0168	1.4561	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003						2.4453
Total	3.3925	0.1043	1.4933	6.4000e-004		0.0152	0.0152		0.0152	0.0152						104.4183

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				67.9399
Unmitigated				83.6929

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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.31703 / 5.87378				24.4642
General Light Industry	5.03662 / 0				11.3800
General Office Building	1.60316 / 0.982581				4.1932
Health Club	1.41944 / 0.869977				3.7126
High Turnover (Sit Down Restaurant)	6.14656 / 0.392333				14.1158
Motel	4.54065 / 0.504517				10.5525
Strip Mall	5.83988 / 3.57928				15.2746
Total					83.6929

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.45362 / 5.51548				20.0458
General Light Industry	4.0293 / 0				9.1040
General Office Building	1.28253 / 0.922644				3.4339
Health Club	1.13555 / 0.816908				3.0404
High Turnover (Sit Down Restaurant)	4.91725 / 0.368401				11.3243
Motel	3.63252 / 0.473741				8.4828
Strip Mall	4.6719 / 3.36094				12.5088
Total					67.9399

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				82.9448
Unmitigated				331.7792

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	65.78				33.0809
General Light Industry	27.01				13.5834
General Office Building	8.39				4.2193
Health Club	136.8				68.7969
High Turnover (Sit Down Restaurant)	240.97				121.1842
Motel	98				49.2844
Strip Mall	82.78				41.6302
Total					331.7792

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	16.445				8.2702
General Light Industry	6.7525				3.3958
General Office Building	2.0975				1.0548
Health Club	34.2				17.1992
High Turnover (Sit Down Restaurant)	60.2425				30.2960
Motel	24.5				12.3211
Strip Mall	20.695				10.4076
Total					82.9448

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Annual

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

Meyers Area Plan - Regional Plan Update Land Uses

El Dorado-Mountain County County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	9.02	1000sqft	0.21	9,017.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
Health Club	24.00	1000sqft	0.55	24,000.00	0
High Turnover (Sit Down Restaurant)	20.26	1000sqft	0.46	20,255.00	0
Motel	179.00	Room	8.05	350,875.80	0
Apartments Mid Rise	143.00	Dwelling Unit	3.76	143,000.00	409
Strip Mall	78.84	1000sqft	1.81	78,844.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Regional Plan Update land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Assumes weekday trip-gen rates would be similar to AP. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	3/3/2017	2/6/2017
tblLandscapeEquipment	NumberSnowDays	0	67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	61.00	0.00
tblVehicleTrips	WD_TR	6.65	5.83
tblVehicleTrips	WD_TR	6.97	6.75
tblVehicleTrips	WD_TR	11.03	24.96
tblVehicleTrips	WD_TR	32.93	28.63
tblVehicleTrips	WD_TR	127.15	62.22
tblVehicleTrips	WD_TR	5.63	7.84
tblVehicleTrips	WD_TR	44.32	24.03

2.0 Emissions Summary

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

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					
2017	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

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					
2017	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

	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
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

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

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	237.4941	4.4098	281.9322	0.4901		37.9421	37.9421		37.9421	37.9421						5,843.4240
Energy	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575
Mobile	9.4815	21.2615	75.8609	0.3063	37.0492	0.1709	37.2201	9.8841	0.1586	10.0428						30,821.6984
Total	247.4312	29.7832	361.0545	0.8212	37.0492	38.4277	75.4769	9.8841	38.4155	48.2996						41,664.5799

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	18.8974	2.2708	12.6985	0.0143		0.2382	0.2382		0.2382	0.2382						2,763.4336
Energy	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575
Mobile	9.4404	21.0780	74.6976	0.3005	36.3082	0.1681	36.4764	9.6865	0.1561	9.8425						30,240.3548
Total	28.7934	27.4607	90.6574	0.3396	36.3082	0.7210	37.0293	9.6865	0.7090	10.3954						38,003.2459

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

	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
Percent Reduction	88.36	7.80	74.89	58.64	2.00	98.12	50.94	2.00	98.15	78.48	0.00	0.00	0.00	0.00	0.00	8.79

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 289,575; Residential Outdoor: 96,525; Non-Residential Indoor: 757,158; Non-Residential Outdoor: 252,386; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	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
Architectural Coating	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

3.2 Architectural Coating - 2017**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	16,172.02 49					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	16,172.02 49	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

3.2 Architectural Coating - 2017**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	16,172.02 49					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	16,172.02 49	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	9.4404	21.0780	74.6976	0.3005	36.3082	0.1681	36.4764	9.6865	0.1561	9.8425						30,240.3548
Unmitigated	9.4815	21.2615	75.8609	0.3063	37.0492	0.1709	37.2201	9.8841	0.1586	10.0428						30,821.6984

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	833.69	913.77	837.98	3,149,315	3,086,329
General Light Industry	147.02	28.75	14.81	429,747	421,152
General Office Building	225.06	22.18	9.47	456,313	447,187
Health Club	687.12	500.88	641.52	1,173,567	1,150,096
High Turnover (Sit Down Restaurant)	1,260.27	3,207.78	2670.42	1,965,982	1,926,662
Motel	1,403.36	1,007.77	1007.77	2,582,228	2,530,583
Strip Mall	1,894.62	3,314.60	1610.78	3,282,792	3,217,136
Total	6,451.14	8,995.74	6,792.75	13,039,944	12,779,146

4.3 Trip Type Information

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Health Club	14.70	6.60	6.60	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Health Club	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

	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	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575
NaturalGas Unmitigated	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

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					
Apartments Mid Rise	5044.64	0.0544	0.4649	0.1978	2.9700e-003		0.0376	0.0376		0.0376	0.0376						597.0139
General Light Industry	1117.64	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	408.606	4.4100e-003	0.0401	0.0337	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003						48.3570
Health Club	1231.56	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	6083.16	0.0656	0.5964	0.5010	3.5800e-003		0.0453	0.0453		0.0453	0.0453						719.9186
Motel	25820.6	0.2785	2.5314	2.1264	0.0152		0.1924	0.1924		0.1924	0.1924						3,055.7709
Strip Mall	2538.13	0.0274	0.2488	0.2090	1.4900e-003		0.0189	0.0189		0.0189	0.0189						300.3778
Total		0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

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					
Apartments Mid Rise	5.04464	0.0544	0.4649	0.1978	2.9700e-003		0.0376	0.0376		0.0376	0.0376						597.0139
General Light Industry	1.11764	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	0.408606	4.4100e-003	0.0401	0.0337	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003						48.3570
Health Club	1.23156	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	6.08316	0.0656	0.5964	0.5010	3.5800e-003		0.0453	0.0453		0.0453	0.0453						719.9186
Motel	25.8206	0.2785	2.5314	2.1264	0.0152		0.1924	0.1924		0.1924	0.1924						3,055.7709
Strip Mall	2.53813	0.0274	0.2488	0.2090	1.4900e-003		0.0189	0.0189		0.0189	0.0189						300.3778
Total		0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

	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	18.8974	2.2708	12.6985	0.0143		0.2382	0.2382		0.2382	0.2382						2,763.4336
Unmitigated	237.4941	4.4098	281.9322	0.4901		37.9421	37.9421		37.9421	37.9421						5,843.4240

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	4.4307					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	13.8623					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	218.8465	4.2738	270.1422	0.4894		37.8765	37.8765		37.8765	37.8765						5,821.5979
Landscaping	0.3546	0.1359	11.7900	6.3000e-004		0.0655	0.0655		0.0655	0.0655						21.8261
Total	237.4941	4.4098	281.9322	0.4901		37.9421	37.9421		37.9421	37.9421						5,843.4240

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

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	4.4307					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	13.8623					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.2498	2.1349	0.9085	0.0136		0.1726	0.1726		0.1726	0.1726						2,741.6075
Landscaping	0.3546	0.1359	11.7900	6.3000e-004		0.0655	0.0655		0.0655	0.0655						21.8261
Total	18.8974	2.2709	12.6985	0.0143		0.2382	0.2382		0.2382	0.2382						2,763.4336

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Summer

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

Meyers Area Plan - Regional Plan Update Land Uses

El Dorado-Mountain County County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	9.02	1000sqft	0.21	9,017.00	0
General Light Industry	21.78	1000sqft	0.50	21,780.00	0
Health Club	24.00	1000sqft	0.55	24,000.00	0
High Turnover (Sit Down Restaurant)	20.26	1000sqft	0.46	20,255.00	0
Motel	179.00	Room	8.05	350,875.80	0
Apartments Mid Rise	143.00	Dwelling Unit	3.76	143,000.00	409
Strip Mall	78.84	1000sqft	1.81	78,844.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	70
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	364.4	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

Project Characteristics - Includes RPS adjustment for energy use.

Land Use - Based on Regional Plan Update land uses.

Construction Phase - Construction not included.

Off-road Equipment - .

Trips and VMT - .

Vehicle Trips - Assumes weekday trip-gen rates would be similar to AP. Weekend rates based on model defaults. Trip distances based on model defaults.

Woodstoves - Number of woodburning/gas fireplaces installed based on model defaults.

Consumer Products - Consumer products based on model defaults.

Area Coating - Architectural coatings based on model defaults.

Landscape Equipment - Assumes 67 days of snowfall annually based on South Tahoe estimates (<http://www.currentresults.com/weather/california/places/south-lake-tahoe-snowfall-totals=snowstorm-averages.php>)

Energy Use - Includes RPS adjustment per SB 350 target reduction of 50%.

Water And Wastewater - Based on model defaults.

Solid Waste - Based on model defaults.

Mobile Land Use Mitigation - Traffic mitigation includes improvements to pedestrian network.

Area Mitigation - Mitigation includes installation of gas-fired hearth devices. Woodburning hearths prohibited.

Energy Mitigation - Energy usage rates are based on model defaults. Assumes compliance with current Title 24 requirements.

Water Mitigation - Includes use of low-flow fixtures and installation of water-efficient irrigation systems per current CalGreen standards.

Waste Mitigation - Assumes statewide diversion rate of 75% would be met.

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	3/3/2017	2/6/2017
tblLandscapeEquipment	NumberSnowDays	0	67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	641.35	364.4
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	WorkerTripNumber	61.00	0.00
tblVehicleTrips	WD_TR	6.65	5.83
tblVehicleTrips	WD_TR	6.97	6.75
tblVehicleTrips	WD_TR	11.03	24.96
tblVehicleTrips	WD_TR	32.93	28.63
tblVehicleTrips	WD_TR	127.15	62.22
tblVehicleTrips	WD_TR	5.63	7.84
tblVehicleTrips	WD_TR	44.32	24.03

2.0 Emissions Summary

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

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					
2017	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

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					
2017	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Maximum	16,172.02 49	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

	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
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

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

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	237.4941	4.4098	281.9322	0.4901		37.9421	37.9421		37.9421	37.9421						5,843.4240
Energy	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575
Mobile	7.0074	22.4825	75.1619	0.2824	37.0492	0.1712	37.2204	9.8841	0.1589	10.0430						28,420.7375
Total	244.9571	31.0042	360.3555	0.7973	37.0492	38.4280	75.4772	9.8841	38.4157	48.2999						39,263.6190

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	18.8974	2.2708	12.6985	0.0143		0.2382	0.2382		0.2382	0.2382						2,763.4336
Energy	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575
Mobile	6.9665	22.2768	74.1654	0.2771	36.3082	0.1684	36.4766	9.6865	0.1563	9.8428						27,885.5702
Total	26.3196	28.6596	90.1252	0.3162	36.3082	0.7213	37.0295	9.6865	0.7093	10.3957						35,648.4613

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

	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
Percent Reduction	89.26	7.56	74.99	60.34	2.00	98.12	50.94	2.00	98.15	78.48	0.00	0.00	0.00	0.00	0.00	9.21

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/6/2017	2/6/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 289,575; Residential Outdoor: 96,525; Non-Residential Indoor: 757,158; Non-Residential Outdoor: 252,386; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	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
Architectural Coating	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

3.2 Architectural Coating - 2017**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	16,172.02 49					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	16,172.02 49	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

3.2 Architectural Coating - 2017**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	16,172.02 49					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total	16,172.02 49	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.0 Operational Detail - Mobile

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	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	6.9665	22.2768	74.1654	0.2771	36.3082	0.1684	36.4766	9.6865	0.1563	9.8428						27,885.5702
Unmitigated	7.0074	22.4825	75.1619	0.2824	37.0492	0.1712	37.2204	9.8841	0.1589	10.0430						28,420.7375

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	833.69	913.77	837.98	3,149,315	3,086,329
General Light Industry	147.02	28.75	14.81	429,747	421,152
General Office Building	225.06	22.18	9.47	456,313	447,187
Health Club	687.12	500.88	641.52	1,173,567	1,150,096
High Turnover (Sit Down Restaurant)	1,260.27	3,207.78	2670.42	1,965,982	1,926,662
Motel	1,403.36	1,007.77	1007.77	2,582,228	2,530,583
Strip Mall	1,894.62	3,314.60	1610.78	3,282,792	3,217,136
Total	6,451.14	8,995.74	6,792.75	13,039,944	12,779,146

4.3 Trip Type Information

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Health Club	14.70	6.60	6.60	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Motel	14.70	6.60	6.60	19.00	62.00	19.00	58	38	4
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
General Light Industry	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Health Club	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
High Turnover (Sit Down Restaurant)	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Motel	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Apartments Mid Rise	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577
Strip Mall	0.571778	0.032543	0.227016	0.116290	0.012601	0.003811	0.018332	0.009298	0.001658	0.000887	0.004468	0.000740	0.000577

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

	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	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575
NaturalGas Unmitigated	0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

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					
Apartments Mid Rise	5044.64	0.0544	0.4649	0.1978	2.9700e-003		0.0376	0.0376		0.0376	0.0376						597.0139
General Light Industry	1117.64	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	408.606	4.4100e-003	0.0401	0.0337	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003						48.3570
Health Club	1231.56	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	6083.16	0.0656	0.5964	0.5010	3.5800e-003		0.0453	0.0453		0.0453	0.0453						719.9186
Motel	25820.6	0.2785	2.5314	2.1264	0.0152		0.1924	0.1924		0.1924	0.1924						3,055.7709
Strip Mall	2538.13	0.0274	0.2488	0.2090	1.4900e-003		0.0189	0.0189		0.0189	0.0189						300.3778
Total		0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

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					
Apartments Mid Rise	5.04464	0.0544	0.4649	0.1978	2.9700e-003		0.0376	0.0376		0.0376	0.0376						597.0139
General Light Industry	1.11764	0.0121	0.1096	0.0920	6.6000e-004		8.3300e-003	8.3300e-003		8.3300e-003	8.3300e-003						132.2687
General Office Building	0.408606	4.4100e-003	0.0401	0.0337	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003						48.3570
Health Club	1.23156	0.0133	0.1207	0.1014	7.2000e-004		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003						145.7506
High Turnover (Sit Down Restaurant)	6.08316	0.0656	0.5964	0.5010	3.5800e-003		0.0453	0.0453		0.0453	0.0453						719.9186
Motel	25.8206	0.2785	2.5314	2.1264	0.0152		0.1924	0.1924		0.1924	0.1924						3,055.7709
Strip Mall	2.53813	0.0274	0.2488	0.2090	1.4900e-003		0.0189	0.0189		0.0189	0.0189						300.3778
Total		0.4556	4.1119	3.2613	0.0249		0.3148	0.3148		0.3148	0.3148						4,999.4575

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

	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	18.8974	2.2708	12.6985	0.0143		0.2382	0.2382		0.2382	0.2382						2,763.4336
Unmitigated	237.4941	4.4098	281.9322	0.4901		37.9421	37.9421		37.9421	37.9421						5,843.4240

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	4.4307					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	13.8623					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	218.8465	4.2738	270.1422	0.4894		37.8765	37.8765		37.8765	37.8765						5,821.5979
Landscaping	0.3546	0.1359	11.7900	6.3000e-004		0.0655	0.0655		0.0655	0.0655						21.8261
Total	237.4941	4.4098	281.9322	0.4901		37.9421	37.9421		37.9421	37.9421						5,843.4240

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

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	4.4307					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	13.8623					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.2498	2.1349	0.9085	0.0136		0.1726	0.1726		0.1726	0.1726						2,741.6075
Landscaping	0.3546	0.1359	11.7900	6.3000e-004		0.0655	0.0655		0.0655	0.0655						21.8261
Total	18.8974	2.2709	12.6985	0.0143		0.2382	0.2382		0.2382	0.2382						2,763.4336

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Meyers Area Plan - Regional Plan Update Land Uses - El Dorado-Mountain County County, Winter

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

APPENDIX F – MEYERS AREA PLAN NOISE REPORT

Meyers Area Plan

City of El Dorado, California

July 29, 2016

jcb Project # 2016-128



Prepared for:



Attn:
Rob Brueck
2233 Watt Avenue, Suite 300
Sacramento, CA 95825

Prepared by:

j.c. brennan & associates, Inc.

A handwritten signature in blue ink, which appears to read "Jim Brennan".

Jim Brennan, INCE
President
Member, Institute of Noise Control Engineering (INCE)



INTRODUCTION

The proposed Meyers Area Plan is an update to the Meyers Community Plan. The Meyers Area Plan establishes goals, policies and implementation strategies for providing specific land use guidance within the Area Plan's boundary. The Meyers Area Plan also establishes land use regulations and standards that replace the existing Meyers Community Plan and applicable Plan Area Statements. Development within the Area Plan focuses on 20 parcels which are either vacant or underdeveloped. Figure 1 shows the Area Plan boundaries, and Figure 2 shows the parcels being considered for development within the Area Plan boundaries.

BACKGROUND ON NOISE AND ACOUSTICAL TERMINOLOGY ¹

Fundamentals of Noise

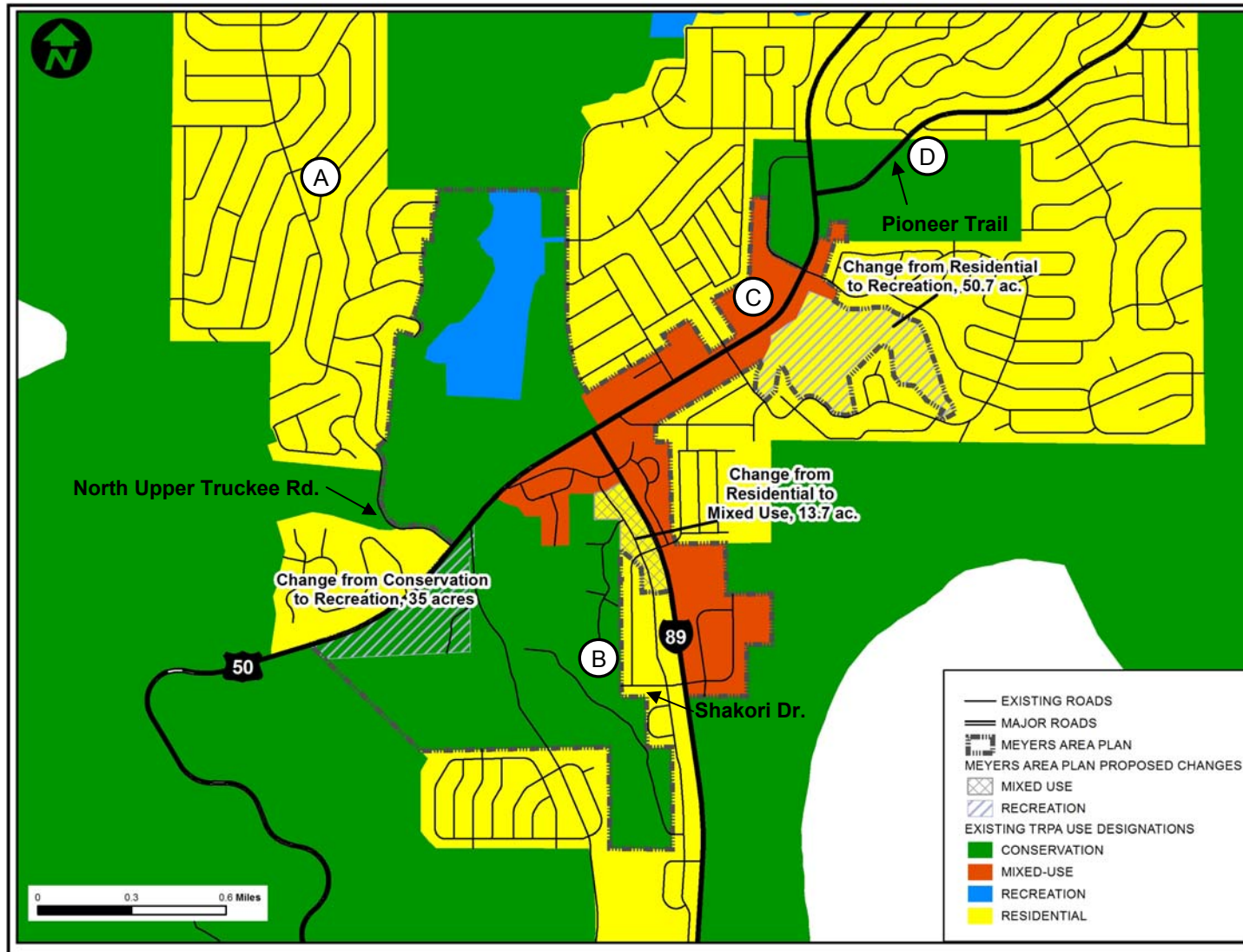
Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective. Often, someone's music is described as noise by another.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels.

¹ For an explanation of these terms, see Appendix A: "Acoustical Terminology"



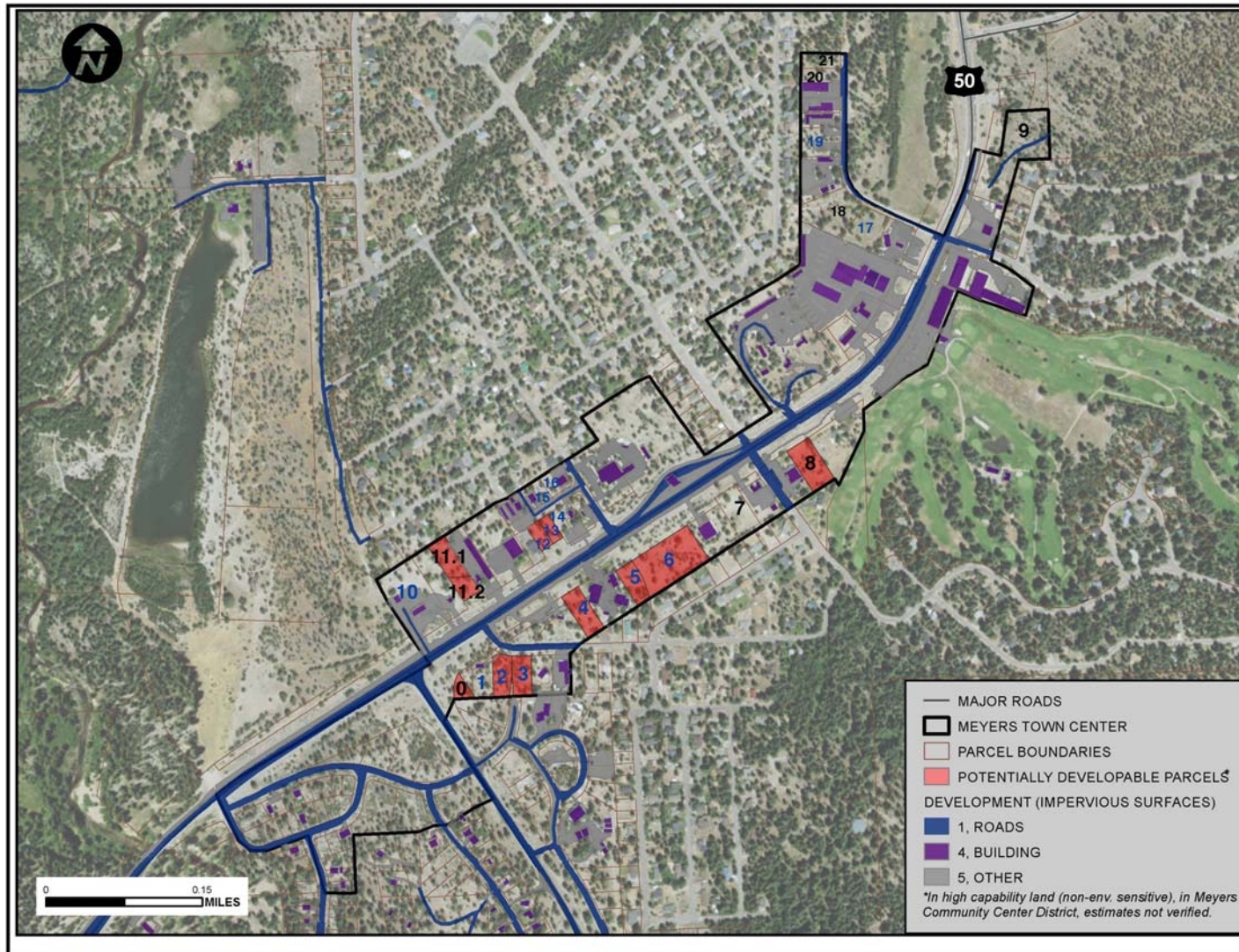
Meyers Area Plan
Figure 1:

Legend

: Continuous (24-hr) Noise Measurement Site

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consultants in acoustics

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Meyers Area Plan Developable Parcels
Figure 2:

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There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common noise sources.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.



Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.



Table 1

LOUDNESS COMPARISON CHART (dBA)

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 1000 ft	110	Rock Band
Gas Lawn Mower at 3 ft	100	
	90	Food Blender at 3 ft
Diesel Truck at 50 ft at 50 mph	80	Garbage Disposal at 3 ft
Noisy Urban Area, Daytime		Vacuum Cleaner at 10 ft
Gas Lawn Mower at 100 ft	70	Normal Speech at 3 ft
Commercial Area		
Heavy Traffic at 300 ft	60	Large Business Office
Quiet Urban, Daytime	50	Dishwasher Next Room
Quiet Urban, Nighttime		
Quiet Suburban, Nighttime	40	Theater, Large Conference Room (Background)
	30	Library
Quiet Rural, Nighttime		Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

An increase of 3 dBA is barely perceptible to the human ear.



CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

Meyers Area Plan Land Use Element – Land Use and Zoning Ordinance – Noise

The Meyers Area Plan establishes criteria for land use and zoning in the Meyers community, consistent with guidelines set by the Lake Tahoe Regional Plan and El Dorado County General Plan.

The following applicable Meyers Area Plan criteria for noise is taken from Chapter 2. Land Use Element, Part D, Section 140.

A. Consistent with the adopted TRPA Threshold Standards the maximum community noise equivalent levels (CNEL) for each zoning district are as follows:

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

Tahoe Regional Planning Agency (TRPA) Regional Plan

The Tahoe Regional Planning Agency (TRPA) has adopted environmental thresholds for the Lake Tahoe Region. The noise standards, or "Thresholds" as they are commonly referred to, are numerical CNEL values for various land use categories and transportation corridors.

As a form of zoning, the TRPA has divided the Lake Tahoe Region into more than 175 separate Plan Areas. Boundaries for each of the Plan Areas have been established based on similar land uses and the unique character of each geographic area. For each Plan Area, a "Statement" is made as to how that particular area should be regulated to achieve regional environmental and land use objectives. As a part of each Statement, an outdoor CNEL standard is established.

The Area Plan develops standards consistent with the TRPA standards, and are generally applied in lieu of the Plan Area Statement standards.

El Dorado County General Plan Noise Element - Transportation Noise

The El Dorado County General Plan Noise Element establishes exterior and interior noise level standards for a variety of land uses affected by transportation noise sources. The El Dorado County Noise Element noise standards which would be applicable to this



project are provided in Table 2. The criteria in Table 2 are applied at the outdoor activity area and interior spaces of residential, hospital and nursing homes land uses. The following also includes applicable goals and policies from the Noise Element.

Goal 6.5: Acceptable Noise Levels

Ensure that County residents are not subjected to noise beyond acceptable levels.

Objective 6.5.1: Protection of Noise-Sensitive Development

Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

Policy 6.5.1.9

Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6-1 (referenced in Table 2 of this report) at existing noise-sensitive land uses.

Table 2 El Dorado County General Plan Noise Element Standards Applicable at Residential, Hospital and Nursing Homes Land Uses for Transportation Noise Sources		
Land Use	Outdoor Activity Areas	Interior Spaces
Residential	60 dB Ldn ¹	45 dB Ldn
Source: Table 6-1 of the El Dorado County General Plan.		

Table 6-1 (referenced as Table 2 of this report) of the El Dorado County Noise Element establishes an exterior noise level criterion of 60 dB Ldn at the outdoor activity area of residential land uses impacted by transportation noise sources. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented. In addition, an interior noise level criterion of 45 dB Ldn is applied to all residential land uses.



El Dorado County General Plan Noise Element - Non-Transportation Noise

The El Dorado County General Plan Noise Element also contains goals and standards for non-transportation noise affecting noise-sensitive receptors.

Goal 6.5: Acceptable Noise Levels

Ensure that County residents are not subjected to noise beyond acceptable levels.

Objective 6.5.1: Protection of Noise-Sensitive Development

Protect existing noise-sensitive developments (e.g. hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

Policy 6.5.1.2

Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6-2 for noise-sensitive uses.

Policy 6.5.1.12

When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration.

- A. A. Where existing or projected future traffic noise levels are less than 60 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 5 dBA Ldn caused by a new transportation noise source will be considered significant;
- B. Where existing or projected future traffic noise levels range between 60 and 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 3 dBA Ldn caused by a new transportation noise source will be considered significant; and
- C. Where existing or projected future traffic noise levels are greater than 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA Ldn caused by a new transportation noise will be considered significant.

Policy 6.5.1.13

When determining the significance of impacts and appropriate mitigation to reduce those impacts for new development projects, including ministerial development, the following criteria shall be taken into consideration:

- A. In areas in which ambient noise levels are in accordance with the standards in Table 6-2 (Table 3 of this report), increases in ambient noise levels caused by



new non-transportation noise sources that exceed 5 dBA shall be considered significant; and

- B. In areas in which ambient noise levels are not in accordance with the standards in Table 6-2 (Table 3 of this report), increases in ambient noise levels caused by new non-transportation noise sources that exceed 3 dBA shall be considered significant.

Table 3
Noise Level Performance Protection Standards For Noise Sensitive Land Uses Affected by Non-Transportation Noise Sources

Noise Level Descriptor	Daytime 7 a.m. - 7 p.m.		Evening 7 p.m. - 10 p.m.		Night 10 p.m. - 7 a.m.	
	Community	Rural	Community	Rural	Community	Rural
Hourly L_{eq} , dB	55	50	50	45	45	40
L_{max} , dB	70	60	60	55	55	50

Each of the noise levels specified above shall be lowered by five dB for simple noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

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

In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural areas the exterior noise level shall be applied at a point 100 feet away from the residence.

Source: Table 6-2 of the El Dorado County General Plan.

The noise standards in Table 3 are divided into daytime hours (7 am to 7 pm), evening hours (7 pm to 10 pm), and nighttime hours (10 pm to 7 am).

[Title 130 Zoning Ordinance - Noise Standards](#)

The following are pertinent sections of the El Dorado County [Title 130 Zoning Ordinance - Chapter 130.37 Noise Standards](#):

130.37.20 Exemptions

F. Noise sources associated with work performed by public or private utilities in the maintenance or modification of its facilities.



I. Construction (e.g., construction, alteration or repair activities) during the daylight hours provided that all construction equipment shall be fitted with factory installed muffling devices and maintained in good working order.

130.37.60 Noise Standards

The following standards shall apply to all development projects for which an acoustic analysis is required:

A. Noise sensitive land uses affected by non-transportation noise sources shall not exceed standards set forth in Table 130.37.060.1 (Noise Level Performance Standards for Noise Sensitive Land Uses Affected by Non-Transportation Sources) (Table 4 of this report):

Table 4 Table 130.37.060.1 of the Zoning Ordinance Noise Level Performance Protection Standards For Noise Sensitive Land Uses Affected by Non-Transportation Noise Sources						
Noise Level Descriptor	Daytime 7 a.m. - 7 p.m.		Evening 7 p.m. - 10 p.m.		Night 10 p.m. - 7 a.m.	
	Community	Rural	Community	Rural	Community	Rural
Hourly L_{eq} , dB	55	50	50	45	45	40
L_{max} , dB	70	60	60	55	55	50
<p><i>Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting of unamplified speech or music, or for recurring impulsive noises.</i></p> <p><i>The Director can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.</i></p> <p><i>The exterior noise level standard shall be applied as follows:</i></p> <p><i>a. In Community Regions, at property line of the receiving property;</i></p> <p><i>b. In Rural Centers and Regions, at a point 100 feet away from a sensitive receptor or, if the sensitive receptor is within the Platted Lands Overlay (-PL) where the underlying land uses designation is consistent with Community Region densities, at the property line of the receiving property or 100 feet away from the sensitive receptor, whichever is less; or</i></p> <p><i>c. In all areas, at the boundary of a recorded noise easement between affected properties.</i></p>						

B. Transportation noise shall not exceed thresholds set forth in Table 130.37.060.2 (Noise Level Standards for Noise-Sensitive Land Uses Affected by Transportation Noise Sources) (Table 5 of this report):



Table 5
Table 130.27.060.2 -
Noise Level Standards for Noise-Sensitive Land Uses for Transportation Noise Sources

Land Use	Outdoor Activity Areas Ldn/CNEL, dB	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB ¹
Residential	60	45	
Transient Lodging	60	45	
Hospitals, Nursing Homes	60	45	
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60		40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--
¹ As determined for a typical worst-case hour during periods of use.			

a. In Community Regions and Rural Centers:

(1) Where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied at the property line of the sensitive receptor.

(2) For residential uses with front yards facing the identified noise source, an exterior noise level threshold of 65 dBA Ldn shall be applied at the dwelling facade in addition to the required threshold at the outdoor activity area.

b. In Rural Regions: an exterior noise level threshold of 60 dBA Ldn shall be applied at a 100 foot radius from the dwelling on lots five acres and larger. Those lots less than five acres shall have the noise level standards applied at the property line.

c. Where it is not possible to reduce noise levels in those outdoor activity areas limited to 60 dBA Ldn/CNEL thresholds using a practical application of the best-available noise reduction measures, an exterior noise threshold of up to 65 dBA Ldn/CNEL may be allowed provided that available exterior noise reduction



measures have been implemented and interior noise levels are in compliance with this table.

C. Construction-related noise shall allow for exceptions to the evening and nighttime standards or other temporary exceedances of noise standards as may be approved by the Director, where necessary to alleviate traffic congestion and safety hazards, or where authorized by an approved permit.

(Author's note: The noise level criteria contained in the Title 130 Zoning Ordinance are consistent with those contained in the General Plan Noise Element. However, exemptions and exceptions for construction noise are contained in the Title 130 Zoning Ordinance.)

EXISTING and FUTURE NOISE ENVIRONMENTS

Evaluation of Background Noise Levels

The existing noise environment in the project area is defined primarily by traffic on Highway 50 to the south and some local traffic on area roadways. In addition, aircraft operations at the South Lake Tahoe Airport also contributes to the overall noise environment.

To quantify the existing ambient noise environment in the project vicinity, j.c. brennan & associates Inc. conducted continuous hourly noise level measurements for a period of 24-hours at four locations within the Area Plan. The noise level measurements were conducted on June 2nd and 3rd, 2016. The noise level measurements were conducted to quantify the existing overall noise environment at the site, and for a comparison to any future noise levels.

The noise measurement location is shown on Figure 1. A summary of the ambient noise level measurement survey results are provided in Table 6. Appendix B contains the complete results and graphic summaries of the continuous (24-hr) noise measurements.

The sound level meters were programmed to measure hourly noise levels. Each hourly interval included the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the hourly energy averages. The median value, denoted L₅₀, represents the sound level exceeded 50 percent of the time during the monitoring period. In addition, the composite 24-hour average noise level (L_{dn}) was also calculated from the hourly L_{eq} values. The calculated L_{dn} applies a +10 dBA penalty to all noise which occurs during the nighttime period, which is defined as the hours between 10:00 p.m. and 7:00 a.m.



Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

Table 6 Summary of Measured Ambient Noise Levels June 2-3, 2016							
Site	Measured Ldn, dBA	Average Hourly Daytime & Evening, dBA (7:00am - 10:00pm)			Average Hourly Nighttime, dBA (10:00pm – 7:00am)		
		Leq	L50	Lmax	Leq	L50	Lmax
A	55	54	42	72	46	35	64
B	49	44	41	63	42	40	54
C	61	59	57	75	53	43	69
D	62	60	56	75	55	40	72
Source: j.c. brennan & associates, Inc. - 2016							

Existing Area Plan Highways 50 & 89 Traffic Noise Levels

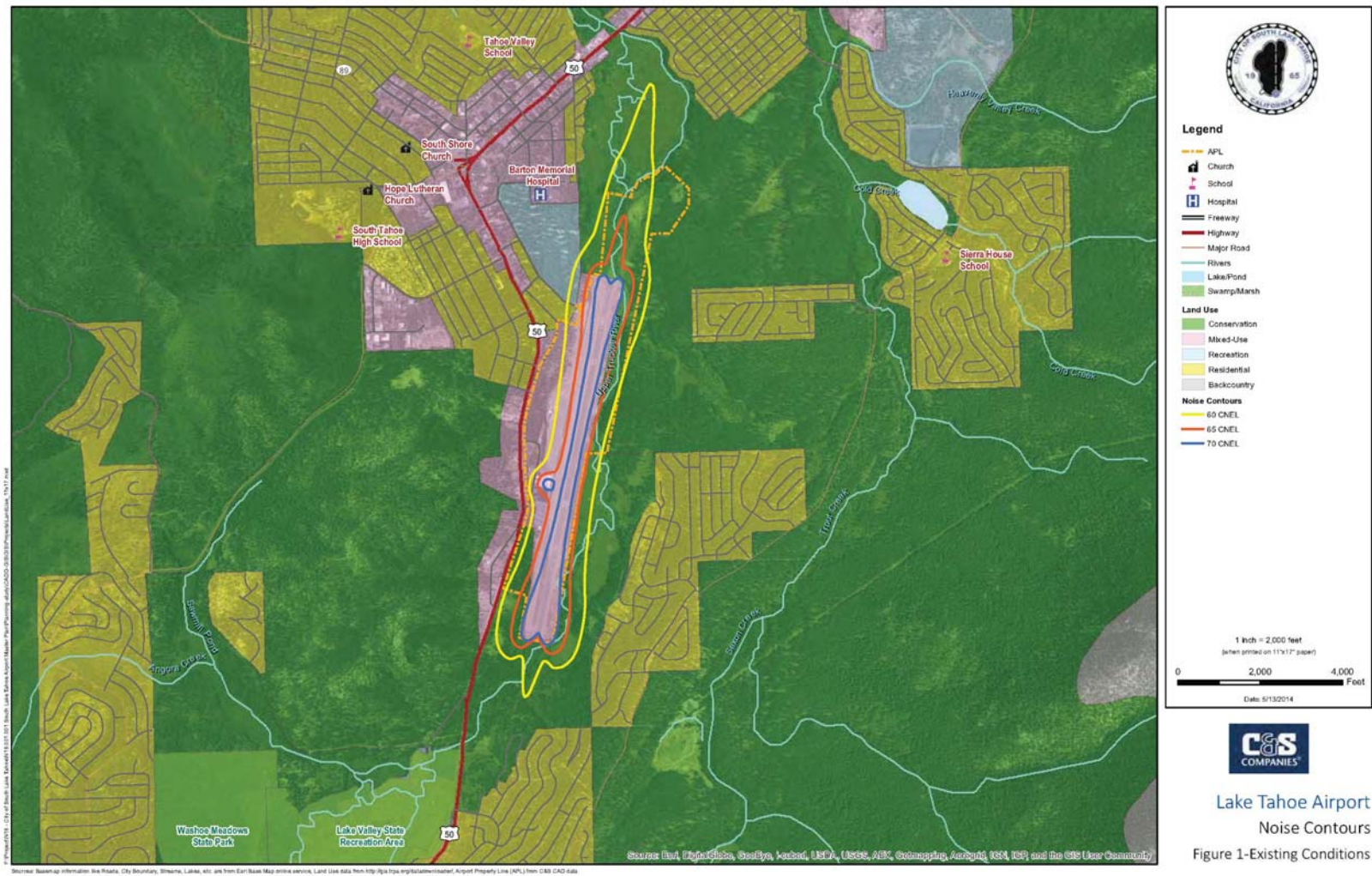
j.c. brennan & associates, Inc. employs the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise levels. The FHWA model is the analytical method currently favored for traffic noise prediction by most state and local agencies, including the California Department of Transportation (Caltrans). The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. Traffic volumes for Highway 50 are based upon the Meyers Area Plan Trip Generation analysis conducted by LSC Transportation Consultants. Traffic volumes for Highway 89 are based upon Caltrans count data. Table 7 shows the analysis of existing traffic noise levels. Appendix C provides the inputs and results of the FHWA Model.



Table 7 Predicted Existing Traffic Noise Levels			
Roadway	Traffic Noise Level, CNEL	Distance to Noise Contours	
		60 dB Ldn	65 dB Ldn
Highway 50	65 dB @ 100-feet	224-feet	104-feet
Highway 89	62 dB @ 100-feet	140-feet	65-feet
Sources: j.c. brennan & associates, Inc., and FHWA RD-77-108			

Existing Area Plan Lake Tahoe Airport Noise Levels

The Lake Tahoe Airport is located north of the Meyers Area Plan. The airport has runways of 18/36. Figure 3 shows the noise contours associated with the airport operations. Based upon Figure 3, the Meyers Area Plan is located well outside of the 60 dB CNEL contour, and is expected to be located outside of the 55 dB CNEL contour. Based upon the Master Plan Update, no land uses within the Area Plan would be affected by noise levels associated with the South Lake Tahoe Airport operations.



**South Lake Tahoe Airport Noise Contours
Figure 3:**

j.c. brendan & associates
consultants in acoustics

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Community Plan and Area Plan Contributions to Increases in Traffic Noise Levels

Increases in traffic noise levels for Highway 50 are based upon the Meyers Area Plan Trip Generation Analysis conducted by LSC Transportation Consultants. No analysis of traffic increases are conducted for Highway 89 or the local street network.

The FHWA Model was once again employed to determine the Community Plan and Area Plan contributions to increases in traffic noise levels on Highway 50. The results of the FHWA traffic noise prediction model are shown in Table 8.

Table 8 Predicted Community Plan and Area Plan Contributions to Increases in Highway 50 Traffic Noise Levels			
Scenario	Traffic Noise Level, CNEL	Distance to Noise Contours	
		60 dB CNEL	65 dB CNEL
Community Plan (1,378 Additional Trips at any segment of Highway 50)*	65 dB @ 100-feet	231-feet	107-feet
Area Plan (1,968 Additional Trips at any segment of Highway 50)**	66 dB @ 100-feet	234-feet	109-feet
Sources: j.c. brennan & associates, Inc., and FHWA RD-77-108 * Total trip generation of the Community Plan is 2,756 one way trips. Only 50% will be on any Hwy 50 roadway element (1,378 trips) ** Total trip generation of the Area Plan is 3,936 one way trips. Only 50% will be on any Hwy 50 roadway element (1,968 trips)			

Based upon Table 8, the FHWA traffic noise prediction model indicates that the Area Plan will result in a 1 dB CNEL increase in traffic noise levels. However, due to rounding of numbers in the model calculations, the actual increase is 0.2 dB CNEL.

To determine the potential increase in traffic noise levels on Highway 89, it was conservatively assumed that the same increase in trips would occur on Highway 89. Based upon that assumption, the Community Plan would result in a 0.3 dB increase in traffic noise levels, and the Area Plan would result in a 0.5 dB increase in traffic noise levels.

The Area Plan would not result in a significant increase in traffic noise levels and would not exceed the Area Plan criteria of 65 dB CNEL at a distance of 300-feet from the roadway.



Stationary Noise Source Noise Levels

No specific stationary noise sources have been proposed for the Area Plan. However, when uses are proposed they will be required to comply with the El Dorado County Zoning Ordinance and Area Plan noise level criteria.

Construction Noise Levels

Construction noise impacts are generally short-term in nature, and are not evaluated against the General Plan Noise Element criteria. The Zoning Ordinance allows for Construction (e.g., construction, alteration or repair activities) during the daylight hours provided that all construction equipment shall be fitted with factory installed muffling devices and maintained in good working order.

Construction Vibration Levels

The TRPA and El Dorado County do not contain standards for evaluating vibration levels. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Vibration criteria developed by Caltrans indicate that the threshold for damage to structures ranges from 2 to 6 in/sec. One-half this minimum threshold or 1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur it notes as 0.1 in/sec p.p.v.

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. As discussed earlier, vibration criteria developed by Caltrans indicate that the threshold for damage to structures ranges from 2 to 6



in/sec. One-half this minimum threshold or 1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage.

Table 9 shows the typical vibration levels produced by construction equipment.

Table 9 Vibration Levels for Varying Pieces of Equipment		
Type of Equipment	Peak Particle Velocity @ 25 feet	Approximate Velocity Level @ 25 feet
Large Bulldozer	0.089 (inches/second)	87 (VdB)
Loaded Trucks	0.076 (inches/second)	86 (VdB)
Small Bulldozer	0.003 (inches/second)	58 (VdB)
Auger/drill Rigs	0.089 (inches/second)	87 (VdB)
Jackhammer	0.035 (inches/second)	79 (VdB)
Vibratory Hammer	0.070 (inches/second)	85 (VdB)
Vibratory Compactor/roller	0.210 (inches/second)	94 (VdB)
Source: <u>Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006</u>		

It is not expected that vibration due to construction will result in architectural damage (1.0 in/sec p.p.v.).

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three (+5 dB for TRPA calculations) and nighttime hours weighted by a factor of 10 (or +10 dB) prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.



Appendix B

North Upper Truckee Rd.

24hr Continuous Noise Monitoring - Site A

June 2nd - 3rd, 2016

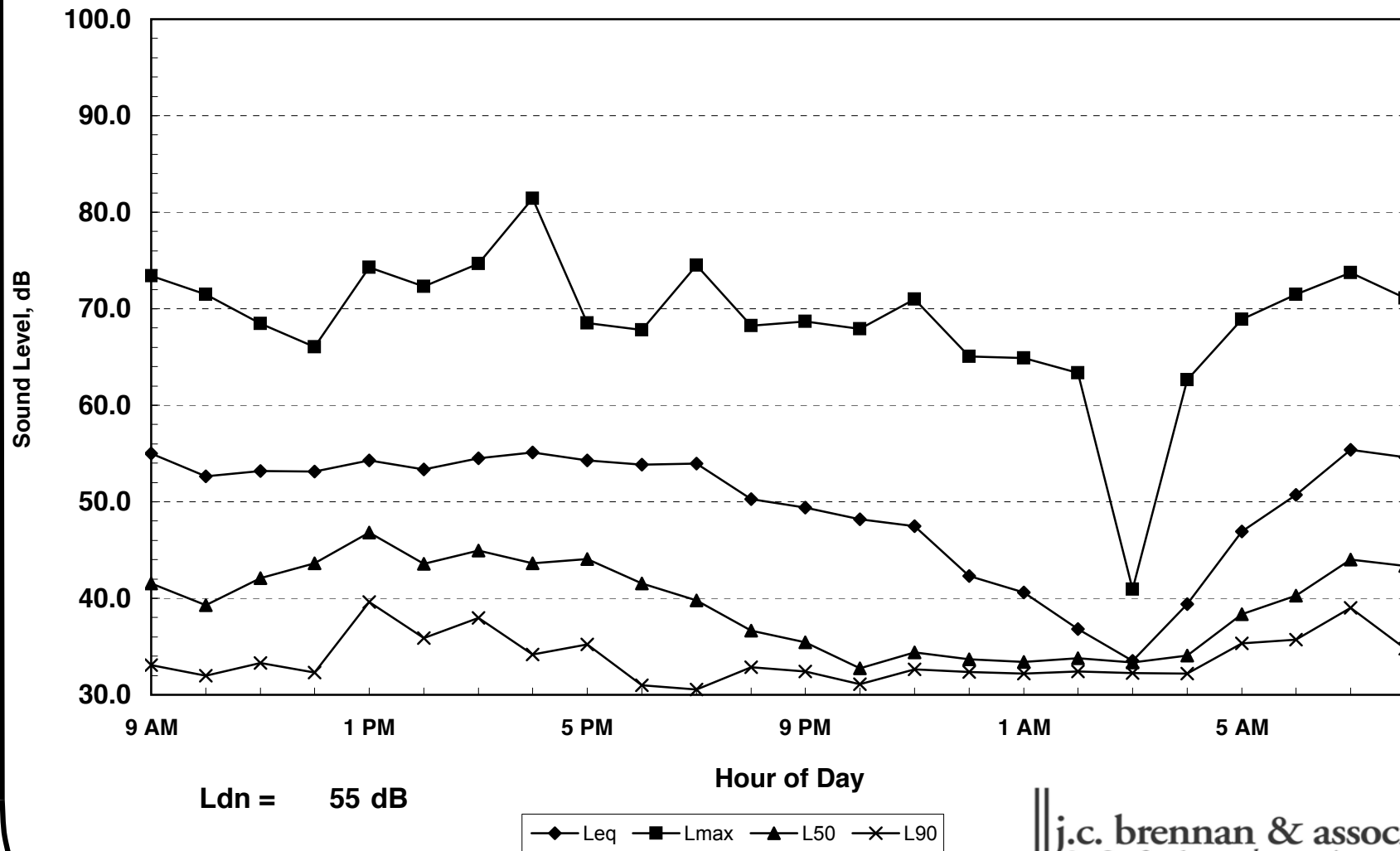
Hour	Leq	Lmax	L50	L90
9:00:00	55.0	73.4	41.6	33.1
10:00:00	52.6	71.5	39.3	32.0
11:00:00	53.2	68.5	42.1	33.3
12:00:00	53.1	66.0	43.6	32.3
13:00:00	54.3	74.3	46.8	39.6
14:00:00	53.3	72.3	43.6	35.9
15:00:00	54.5	74.7	45.0	37.9
16:00:00	55.1	81.5	43.6	34.2
17:00:00	54.3	68.5	44.1	35.2
18:00:00	53.9	67.8	41.6	31.0
19:00:00	54.0	74.5	39.8	30.5
20:00:00	50.3	68.3	36.7	32.8
21:00:00	49.4	68.7	35.4	32.4
22:00:00	48.2	67.9	32.8	31.1
23:00:00	47.5	71.0	34.4	32.6
0:00:00	42.3	65.1	33.7	32.4
1:00:00	40.6	64.9	33.4	32.2
2:00:00	36.8	63.3	33.8	32.4
3:00:00	33.5	40.9	33.3	32.2
4:00:00	39.4	62.7	34.1	32.2
5:00:00	47.0	68.9	38.3	35.3
6:00:00	50.7	71.5	40.3	35.7
7:00:00	55.4	73.7	44.0	39.0
8:00:00	54.6	71.1	43.3	34.8

Statistical Summary						
Daytime (7 a.m. - 10 p.m.)				Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	55	49	54	51	34	46
Lmax (Maximum)	81	66	72	71	41	64
L50 (Median)	47	35	42	40	33	35
L90 (Background)	40	31	34	36	31	33

Computed Ldn, dB	55
% Daytime Energy	92%
% Nighttime Energy	8%



Appendix B
North Upper Truckee Rd.
24hr Continuous Noise Monitoring - Site A
June 2nd - 3rd, 2016



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Appendix B

Hwy 89

24hr Continuous Noise Monitoring - Site B

June 2nd - 3rd, 2016

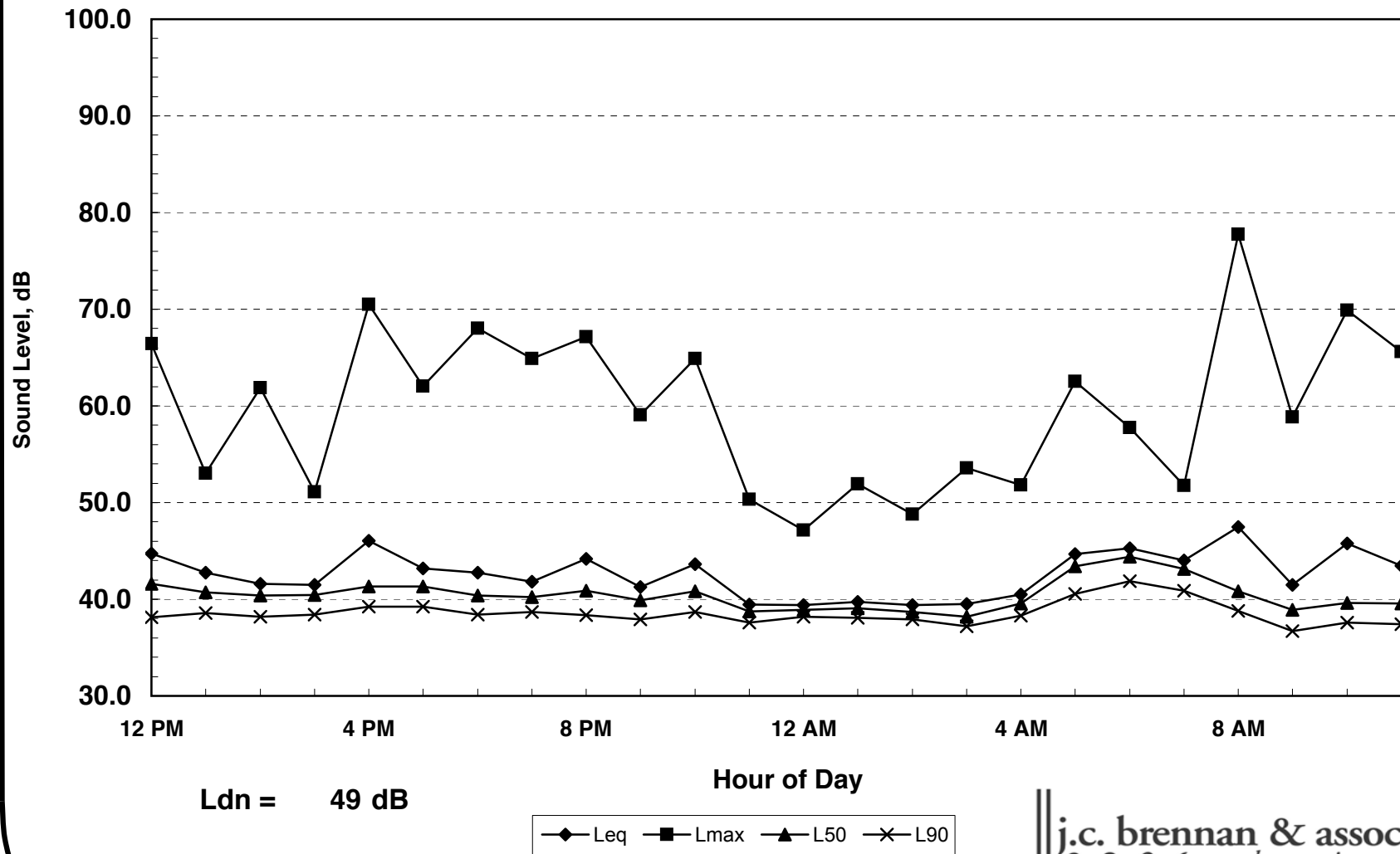
Hour	Leq	Lmax	L50	L90
12:00:00	44.7	66.4	41.6	38.1
13:00:00	42.8	53.0	40.7	38.6
14:00:00	41.6	61.9	40.4	38.2
15:00:00	41.5	51.1	40.5	38.4
16:00:00	46.1	70.5	41.3	39.2
17:00:00	43.2	62.0	41.3	39.2
18:00:00	42.7	68.0	40.4	38.4
19:00:00	41.8	64.9	40.2	38.7
20:00:00	44.2	67.1	40.9	38.3
21:00:00	41.3	59.1	39.9	37.9
22:00:00	43.7	64.9	40.8	38.7
23:00:00	39.4	50.3	38.7	37.6
0:00:00	39.4	47.2	38.9	38.2
1:00:00	39.7	52.0	39.1	38.1
2:00:00	39.4	48.8	38.7	37.9
3:00:00	39.5	53.6	38.2	37.2
4:00:00	40.5	51.8	39.6	38.3
5:00:00	44.7	62.5	43.4	40.6
6:00:00	45.3	57.8	44.4	41.9
7:00:00	44.0	51.8	43.1	40.9
8:00:00	47.5	77.7	40.9	38.8
9:00:00	41.5	58.9	38.9	36.7
10:00:00	45.8	69.9	39.6	37.6
11:00:00	43.5	65.6	39.6	37.4

Statistical Summary						
Daytime (7 a.m. - 10 p.m.)				Nighttime (10 p.m. - 7 a.m.)		
High	Low	Average		High	Low	Average
Leq (Average)	47	41	44	45	39	42
Lmax (Maximum)	78	51	63	65	47	54
L50 (Median)	43	39	41	44	38	40
L90 (Background)	41	37	38	42	37	39

Computed Ldn, dB	49
% Daytime Energy	72%
% Nighttime Energy	28%



Appendix B
Hwy 89
24hr Continuous Noise Monitoring - Site B
June 2nd - 3rd, 2016



Appendix B

Hwy 50

24hr Continuous Noise Monitoring - Site C

June 2nd - 3rd, 2016

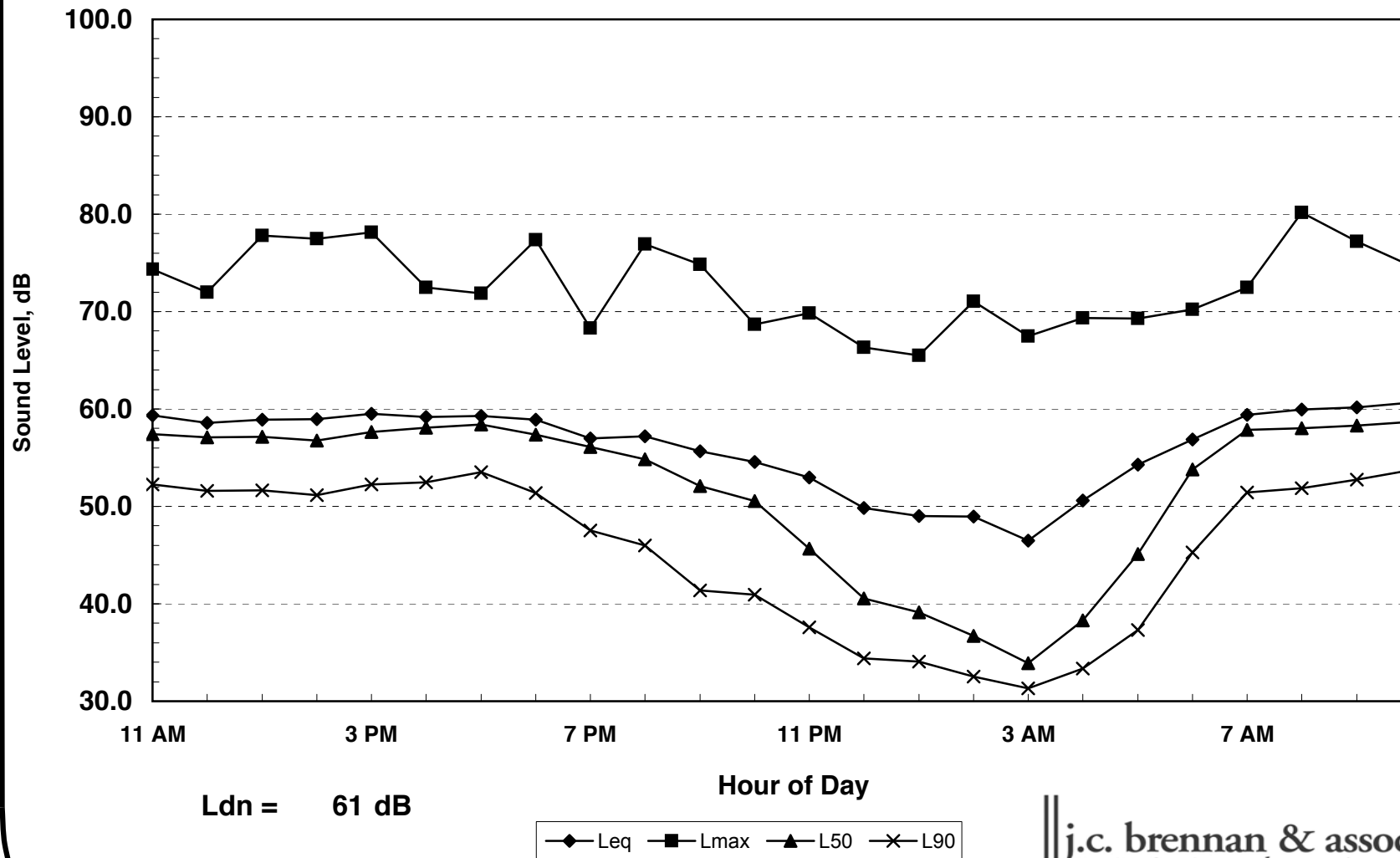
Hour	Leq	Lmax	L50	L90
11:00:00	59.3	74.3	57.4	52.2
12:00:00	58.6	72.0	57.1	51.6
13:00:00	58.9	77.8	57.2	51.7
14:00:00	58.9	77.5	56.8	51.1
15:00:00	59.5	78.1	57.7	52.2
16:00:00	59.2	72.5	58.1	52.5
17:00:00	59.3	71.9	58.4	53.5
18:00:00	58.9	77.3	57.4	51.4
19:00:00	57.0	68.3	56.1	47.5
20:00:00	57.2	76.9	54.9	46.0
21:00:00	55.7	74.8	52.1	41.4
22:00:00	54.5	68.7	50.6	40.9
23:00:00	53.0	69.9	45.7	37.6
0:00:00	49.9	66.3	40.6	34.4
1:00:00	49.0	65.5	39.1	34.1
2:00:00	49.0	71.0	36.7	32.5
3:00:00	46.5	67.5	33.9	31.3
4:00:00	50.6	69.4	38.3	33.4
5:00:00	54.3	69.3	45.1	37.3
6:00:00	56.9	70.2	53.8	45.3
7:00:00	59.4	72.5	57.9	51.4
8:00:00	59.9	80.2	58.0	51.9
9:00:00	60.1	77.2	58.3	52.7
10:00:00	60.7	74.7	58.7	53.7

Statistical Summary						
Daytime (7 a.m. - 10 p.m.)				Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	61	56	59	57	46	53
Lmax (Maximum)	80	68	75	71	65	69
L50 (Median)	59	52	57	54	34	43
L90 (Background)	54	41	51	45	31	36

Computed Ldn, dB	61
% Daytime Energy	88%
% Nighttime Energy	12%



Appendix B
Hwy 50
24hr Continuous Noise Monitoring - Site C
June 2nd - 3rd, 2016



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Appendix B

Pioneer Trail

24hr Continuous Noise Monitoring - Site D

June 2nd - 3rd, 2016

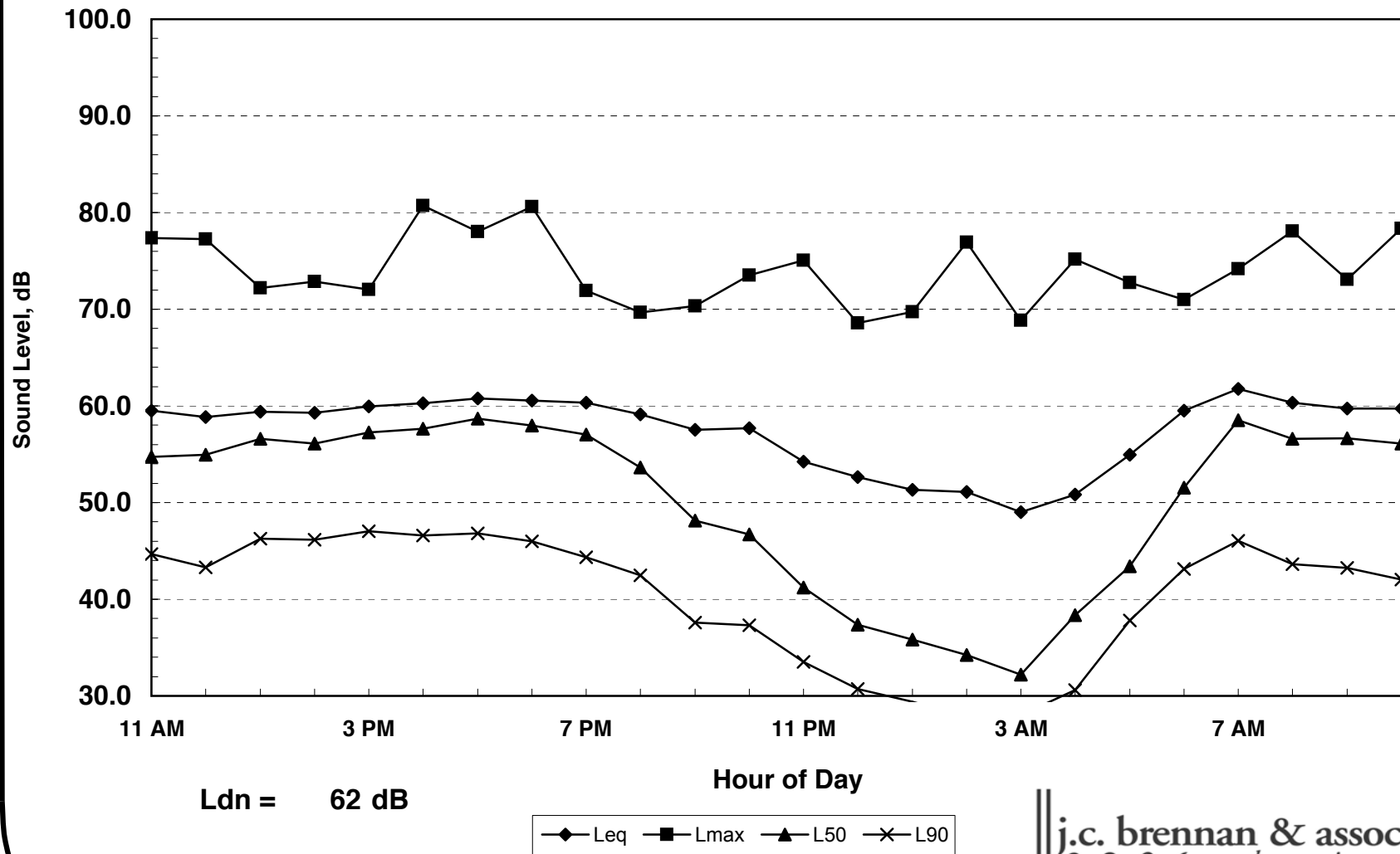
Hour	Leq	Lmax	L50	L90
11:00:00	59.5	77.4	54.7	44.7
12:00:00	58.9	77.3	54.9	43.3
13:00:00	59.4	72.2	56.6	46.3
14:00:00	59.3	72.9	56.1	46.2
15:00:00	60.0	72.1	57.2	47.0
16:00:00	60.3	80.7	57.7	46.6
17:00:00	60.8	78.0	58.7	46.8
18:00:00	60.6	80.6	58.0	46.0
19:00:00	60.3	71.9	57.0	44.3
20:00:00	59.1	69.7	53.6	42.5
21:00:00	57.5	70.3	48.1	37.6
22:00:00	57.7	73.5	46.7	37.3
23:00:00	54.2	75.0	41.2	33.5
0:00:00	52.6	68.6	37.4	30.7
1:00:00	51.3	69.7	35.8	29.4
2:00:00	51.1	76.9	34.2	27.9
3:00:00	49.0	68.9	32.2	28.0
4:00:00	50.8	75.2	38.4	30.6
5:00:00	55.0	72.8	43.4	37.8
6:00:00	59.5	71.0	51.6	43.2
7:00:00	61.8	74.2	58.5	46.1
8:00:00	60.3	78.1	56.6	43.6
9:00:00	59.7	73.1	56.6	43.2
10:00:00	59.8	78.3	56.1	42.1

Statistical Summary						
Daytime (7 a.m. - 10 p.m.)				Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	62	58	60	59	49	55
Lmax (Maximum)	81	70	75	77	69	72
L50 (Median)	59	48	56	52	32	40
L90 (Background)	47	38	44	43	28	33

Computed Ldn, dB	62
% Daytime Energy	84%
% Nighttime Energy	16%

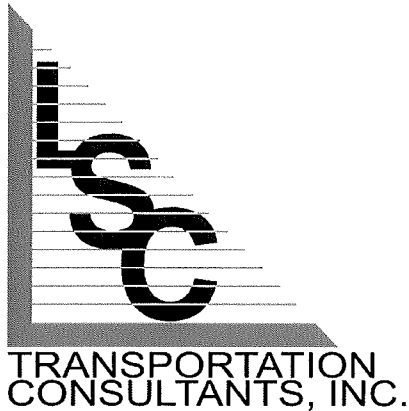


Appendix B
Pioneer Trail
24hr Continuous Noise Monitoring - Site D
June 2nd - 3rd, 2016



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APPENDIX G – MEYERS AREA PLAN TRIP GENERATION ANALYSIS



**TRANSPORTATION PLANNING
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MEMORANDUM

DATE: June 1, 2017

TO: Rob Brueck, AICP, Hauge Brueck Associates

FROM: Gordon Shaw & Jason Briedis, LSC

SUBJECT: Meyers Area Plan - Trip Generation Analysis, Review of Pedestrian Crossing Enhancement, Traffic Trends and LOS Analysis

The purpose of this memorandum is to present the trip generation analysis for the Meyers Area Plan, to discuss the proposed relocation of the pedestrian crossing of US 50 just to the west of the western Apache Avenue intersection, review historic traffic trends in the area, and to provide Level Of Service (LOS) analyses for the two key intersections in the area: US 50 / Pioneer Trail (south intersection in Meyers) and US 50 / SR 89 South (Luther Pass Road). The trip generation analysis is used to evaluate a comparison of potential trip generation and traffic between the existing Meyers Community Plan and the proposed updated Meyers Area Plan. Note that this analysis focuses on those specific parcels with differing potential land uses under the two plans. Trip generation analysis is performed separately for the Community Plan land uses and the Area Plan land uses. A comparison is then provided.

Existing Traffic Volumes

An indication of existing traffic activity in the Meyers area is provided by a review of recent traffic counts. Caltrans conducts limited counts along US 50 in Meyers. The most recent available counts (conducted in 2014) indicate an average daily traffic volume of 17,200 vehicles per day (total of both direction) south of Pioneer Trail in the peak month (typically August), and a typical peak hourly volumes of 1,900 vehicles. More detailed counts were conducted by LSC for El Dorado County in 2010, as documented in *Meyers Operational Study: Phase II* (November 5, 2010). Hourly roadway counts were conducted at multiple locations over five summer days and five fall days. These 2010 counts indicated a maximum daily traffic volume of 27,939 and a peak-hour volume of 2,782, both observed on US 50 south of Pioneer Trail.

Future Potential Land Uses

The land uses for each parcel were provided to LSC by Hauge Brueck Associates, and were developed in collaboration with El Dorado County staff. As ITE land use categories are more specific than the land use categories in the plans, specific proportions of ITE category land uses were defined, reflecting the probable future mix of development given the characteristics of the community and the goals of the two plans. The ITE land uses categories assumed for each parcel for both the Meyers Community Plan and the Meyers Area Plan are provided in Table A. Specific quantities of land use (such as floor area) was developed for the majority of parcels based upon the size of the parcel and appropriate development density. In addition, under the Area Plan a recreation center is assumed for the MCP-5 area (in the southwest quadrant of US 50 / State Route 89) equivalent to the floor area of the Kahle Community Center in the Stateline area of Douglas County, Nevada.

Trip Generation Analysis

The basis for the trip generation analysis is the data contained in Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012). All of the proposed land uses in both the Community Plan and the Area Plan are reasonably represented by the data in the *Trip Generation Manual*. Daily and peak hour trip rates from the ITE Trip Generation Manual are therefore applied to all land use types proposed for both the Meyers Community Plan and the Meyers Area Plan. The *Trip Generation Manual* also provides peak hour trip rates for both "Peak Hour of Generator," and "Peak Hour of Adjacent Street Traffic." The peak hour trip rate for peak hour of adjacent street traffic is applied in this analysis in order to evaluate a single peak hour for all land use types proposed.

Trip Generation Average Rate versus Regression Equation

The *Trip Generation Manual* presents both average trip rates and regression equations for most land uses for which data are available. Guidelines for selecting the average rate versus the regression equation are presented in the *Trip Generation Handbook* (3rd Edition, ITE, 2014) and are based on the number of data points for the subject land use, the quality of the data, and the range of size of developments represented within the dataset. While the use of the regression equation is preferable, when adequate data is not available or when the proposed land use is not consistent with the available data it is appropriate to use the average trip rate. Based on these guidelines, regression equations were used to analyze the daily trip generation for the motel and general office land uses. Daily trip generation for the remainder of the land uses and all of the peak hour trip generation was based on average trip rates. When the land use quantity associated with a specific parcel allowed use of the equation for one but not both of the plan options, the average rate was applied to provide a consistent rate and equitable analysis between the trip generations for the Community and Area Plans.

Reductions for Internal Trips

Two of the parcels under the Community Plan and four of the parcels under the Area Plan contain multiple land uses. Common traffic engineering practice dictates that a reduction in total trip generation can be applied to the parcel, as some of the persons generating trips at one of the land uses can generate a trip at another of the included land uses without generating an additional vehicle trip at the common site access point. As an example, a portion of the trips generated by a property with both retail and restaurant uses would be internal to the property, as restaurant customers also visit the retail shops, or retail employees frequent the restaurant. The portion of the persons generating a trip at a mixed-use development that would visit two or more uses within the mixed-use development is based on the types of uses within the mixed-use development, the size of the individual uses, and the distances between them. The *Trip Generation Handbook* contains guidelines on “internal trip capture rates.” However, the rates applied to any analysis need to balance between land uses based on the size and total trip generation of each of the separate land uses within the mixed-use development.

For the mixed-use parcels in both the Community Plan and the Area Plan, the ITE internal capture rate was applied to the individual land use with the lowest trip generation. With this conservative approach, internal capture rates for the other land uses were then balanced based on the number of internal trips within the mixed-use parcel. The internal capture rates applied for each individual land use in this analysis are displayed in the middle of the trip generation tables for the Community and Area Plans (Tables B and C, respectively).

Reductions for Non-Auto Trips

The standard ITE trip rates are based on vehicle counts at driveways and as such, account for typical levels of non-auto trips as well. Additional reductions for non-auto mode choice are based on the characteristics of the community and population, and on the quality and quantity of bicycle and pedestrian facilities as well as transit services. Conditions in Meyers are as follows:

- Multiuse bicycle/pedestrian Class I paths are provided along both sides of US 50 through the core area.
- TRPA counts conducted in July 2016 at the US 50/Santa Fe Drive intersection indicate a moderate level of existing bicycling activity (73 per hour) and pedestrian activity (25 per hour), as reported in the *2016 Bicycle and Pedestrian Monitoring Report*.
- The TRPA TransCAD model for current conditions indicates that 8.0 percent of summer daily travel generated to/from the Meyers area is by non-auto travel modes.

- There is no current fixed-route transit service in the area, though the TRPA's *2017 Regional Transportation Plan* calls for service in the future.

Based on this, and considering the relative proportion of shorter trips (such as between a residence and nearby store) versus longer trips (such as a commute trip), an additional five (5) percent reduction is conservatively applied to apartment, retail, and restaurant land uses, and an additional two (2) percent reduction is applied to office land uses within the Meyers Area Plan area.

The draft Meyers Area Plan includes a greater number of bicycle and pedestrian improvements than those identified in the 1993 Meyers Community Plan. While the Community Plan improvements are limited to recreational access trailheads and completion of the Pat Lowe Memorial Bike Trail, the Area Plan includes the expansion of designated pedestrian crossing of US 50, expanded benches and lighting along major trails, and a network of shared use paths. The amount of corresponding benefit is tempered by the fact that the Area Plan does not include specific mechanisms (such as funding programs) to implement these improvements, though inclusion of these additional policies can be considered to enhance their likelihood of implementation. Given this, and in light of the observed non-auto travel mode split in the area, an additional 1 percent reduction is applied to the Regional Plan land uses (in addition to the non-auto reductions discussed above).

Pass-By Trip Reduction

Not all trips at the proposed land uses would be new trips on area roadways. Some trips to a particular land use would be generated by vehicle traffic already present on the roadway "passing-by" the proposed land use as part of a longer trip. As an example, a visitor driving from their home in Sacramento to the Stateline area that stops by to dine at a restaurant in Meyers would generate an inbound and outbound pass-by trip. Pass-by trips add to the traffic volume at a specific access driveway, but do not add to the traffic along the adjacent roadway. The *ITE Trip Generation Handbook* provides data on the amount of pass-by trips observed at various land use types. For this analysis, ITE data for pass-by trips are applied to the retail, restaurant and recreational community center land uses, as shown toward the right-hand side of the trip generation tables.

Community Plan Trip Generation

The trip generation for the subject parcels under the Meyers Community Plan is presented in Table B. As shown at the bottom of the table, the proposed land uses in the Meyers Community Plan (adjusted for non-auto and site internal capture) would generate 3,479 daily one-way vehicle trips at the site driveways including 261 (122 entering, 139 exiting) trips during the peak hour. After adjusting for pass-by trips, the Community Plan land uses would generate 2,756 daily one-way vehicle-trips, including 208 during the peak hour (92 entering, 116 exiting) trips on the adjacent roadways.

Area Plan Trip Generation

The trip generation for the subject parcels under the Meyers Area Plan is presented in Table C. As shown at the bottom of the table, the proposed land uses in the Meyers Area Plan (adjusted for non-auto and site internal capture) would generate 5,129 daily one-way vehicle trips at the site driveways including 381 (192 entering, 189 exiting) trips during the peak hour. After adjusting for pass-by trips, the Area Plan land uses on the subject parcels would generate 3,936 daily and 297 peak hour (147 entering, 150 exiting) trips on the adjacent roadways.

Comparison of Community Plan and Area Plan Future Trip Generation

Table D presents a comparison of the trip generation between the future Meyers Community Plan land uses and the Meyers Area Plan land uses. As shown, the Area Plan land uses would generate an additional 1,180 one-way vehicle trips on adjacent roadways over the course of an average day and an additional 89 vehicle trips during the peak hour. This represents a 43 percent increase in total trips generated by these specific parcels. Note that as these specific parcels represent a relatively small proportion of total existing developed parcels in Meyers, the percent increase in *total* trip generation throughout Meyers (existing plus future) would be much smaller. The TRPA TransCAD model indicates that the summer daily 1-way trip generation of the Meyers area is 16,980, indicating that the Area Plan would increase total Meyers trip generation by 6.0 percent over the total existing trip generation plus Community Plan future trip generation.

The bottom portion of Table D presents the difference in trip generation by general land use category. As shown, much of the increase in trip generation is associated with the potential recreation center under the Area Plan, which generates 58 percent of the daily trip generation increase and 63 percent of the peak-hour trip generation increase. The remainder of the increase is roughly equally a result of lodging/residential trip generation growth and commercial trip generation growth.

Discussion of Relocation of Pedestrian Crossing of US 50

A striped crosswalk of US 50 is currently provided approximately 150 feet west of the western Apache Avenue intersection. No enhancements are provided, beyond standard international striping and permanent signs. This location adds 300 feet of walk distance for pedestrians traveling along Apache Avenue, reducing its utilization and effectiveness. As part of the Area Plan process, the crosswalk would be relocated to the west side of the Apache Avenue (western) intersection, and a Rapid Rectangular Flashing Beacon (RRFB) would be constructed. The use of RRFBs has proven to substantially increase the proportion of vehicles that yield to pedestrians in crosswalks. A study entitled "*An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks*" presented at the Transportation Research Board 2008 conference indicated that installing an RRFB increase the proportion of drivers yielding to pedestrians by 63-70 percent. This proposal would enhance pedestrian safety and convenience through increased motorist yielding, as well

as by reducing the length of the crossing distance. This is particularly important in that this is a school crossing location. Considering the expected level of pedestrian activity at this location and the fact that a RRFB groups pedestrians to reduce overall time that vehicular traffic is stopped, no substantial impact on roadway delays would result.

Review of Caltrans Historical Traffic Volumes

Historical traffic count data provided by Caltrans were reviewed to assess the changes in traffic volumes in the Meyers area since the 1990's. Caltrans Annual Average Daily Traffic (AADT) and peak month Average Daily Traffic (ADT) volumes for the Meyers area for 1993, 2010, and 2014 (the most recent data available) are provided in Table E. As shown, traffic volumes at all locations have declined between 1993 and 2014, for both annual average and peak month conditions. Traffic volumes have dropped the most in the key central area of Meyers between SR 89 and Pioneer Trail.

Estimation of Intersection Traffic Volumes

Existing intersection turning movement volumes are referenced from traffic counts conducted for the Meyers Operation Study Phase II (LSC Transportation Consultants, Inc, November 5, 2010). As noted in Table E, traffic volumes in the Meyers area have not increased since 2010. Therefore, it is assumed that intersection counts conducted in the summer of 2010 remain valid. Table F presents the intersection traffic volumes used in the LOS analysis.

Future intersection volumes are based on TransCAD model projections provided by TRPA. TRPA provided TransCAD model intersection turning movements for both 2014 and 2035 model years. The 2035 model traffic volumes represent full buildout of the 2012 Regional Plan land uses. According with personal correspondence with TRPA staff, the Regional Plan land uses are consistent to the Meyer Area Plan land uses. The two sets of model traffic volumes are used to estimate growth factors for each study intersection turning movement. The resulting traffic volumes, shown in Table F, represent buildout of the Meyers Area Plan.

Estimation of Community Plan Intersection Volumes

Future traffic volumes for the Meyers Community Plan were developed based on the Meyers Area Plan turning movement volumes and the trip generation analyses for the Area Plan and the Community Plan presented above. A general trip distribution was developed and applied to the Area Plan and Community Plan land uses. The trip distribution is based on land use type and relative locations of existing residential, service, and tourist oriented land uses. Trip assignment is based on the location of each development zone in relation to each study intersection. The resulting Area Plan turning movement volumes were subtracted from the 2035 Area Plan volumes, and the Community Plan trip assignment was then added back to estimate 2035 turning movements with the Meyers Community Plan.

The resulting 2035 Meyers Area Plan and 2035 Meyers Community Plan intersection turning movement volumes are provided in Table F. Note that the future growth reflects both development in Meyers as well as growth in through traffic volumes resulting from development elsewhere in the Tahoe Region under the TRPA Regional Plan¹. As shown, the overall traffic volumes are very similar between the Area Plan and Community Plan buildout conditions. Specifically, the total volumes through the US 50/Pioneer Trail intersection are 0.9 percent higher with Area Plan buildout than with Community Plan buildout, along with 1.2 percent higher at the US 50/SR 89 intersection.

Intersection LOS Analysis

Intersection LOS is evaluated based on procedures specified in the 2010 Highway Capacity Manual (HCM 2010), as applied by the Synchro software package (Version 9, Trafficware, 2016). Intersection LOS was evaluated for the two study intersections and for the following scenarios:

- Existing conditions
- Future conditions with buildout of the proposed Area Plan land uses
- Future conditions with buildout of the existing Community Plan land uses

Existing conditions at the US 50/SR 89 South (Luther Pass Road) intersection assume the existing stop-controlled intersection configuration. The analysis of future conditions assumes implementation of the planned roundabout. The LOS analysis of the US 50/Pioneer Trail intersection assumes the existing signalized configuration for all analysis scenarios².

Tahoe Regional Planning Agency (TRPA) LOS Standards

As part of the *Regional Transportation Plan - Air Quality Plan*, the TRPA established standards for transportation and air quality. The plan focuses on the need for transportation improvements required to meet transportation related goals for the Tahoe Region. This also establishes traffic capacity and level of service criteria for various types of highways, and an operational level of service for signalized intersections. To meet the goals of the Regional Transportation Plan Element, peak-period traffic flow should not exceed the following:

- LOS C on rural scenic/recreational roads
- LOS D in rural developed areas
- LOS D on urban roads
- LOS D for signalized intersections
- LOS E may be acceptable during peak periods in urban areas, not to exceed four

¹ As an example, of the total growth in peak-hour traffic on US 50 south of Pioneer Trail, 26 percent is attributable to growth in Meyers while 74 percent is attributable to growth in through volumes.

² While a roundabout at US 50/Pioneer Trail has been proposed and may be beneficial, it is not analyzed in this document as it is not necessary to attain LOS standards.

hours per day

These vehicle LOS (level of service) standards may be exceeded when provisions for multi-modal 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.

The TRPA does not have a specific adopted standard for unsignalized intersections. In general, intersections that have either a critical movement or approach identified as LOS F, including existing LOS F conditions that are exacerbated by a proposed project, are identified as an area of concern. For the purposes of this analysis, TRPA standards were applied to the intersections.

Intersection LOS Results

Table G summarized the LOS analysis. As shown, the US 50/Pioneer Trail intersection currently operates at acceptable LOS C. The US 50/SR 89 intersection is shown to operate with the worst movement at an unacceptable LOS F, under the current Stop sign controlled configuration. With the planned roundabout, LOS at this intersection would improve to an acceptable LOS D.

Future LOS at the US 50/Pioneer Trail intersection was computed to be LOS E under both the Area Plan and Community Plan land uses. The LOS E under both scenarios is estimated to occur for no more than four hour on the design day; therefore, this does not exceed the adopted TRPA LOS standard.

Future LOS on the worst movement at the US 50/SR 89 under both scenarios is shown to be LOS F with the proposed single lane roundabout, if the future growth in traffic volumes assumed in this analysis and the TRPA TransCAD transportation model were to fully occur. The addition of a second eastbound through traffic lane with two-circulating lanes around the south side of the roundabout would improve LOS to an acceptable LOS D with this future traffic growth. However, this would only be necessary if or when future volume increases actually occur.

TABLE A: Meyers Community Plan Versus Area Plan Land Uses

			Community Plan Land Uses							Area Plan Land Uses																				
			Floor-to-Area Ratio	Development Standards	Assumed Mix	ITE Code	ITE Land Use	Quantity	Units	Floor-to-Area Ratio	Development Standards	Assumed Mix	ITE Code	ITE Land Use	Quantity	Units														
Zone	District	Parcel Size (Acres)																												
MCP-2	Comm Center Private	1.46	10	Bed and Breakfast	100%	320	Motel	15	OcpdRm																					
										0.2	Retail	50%	826	Specialty Retail Center	6.36	KSF														
										0.2	Restaurant	50%	932	High Turn-Over (Sit-Down) Restaurant	6.36	KSF														
MCP-3	Comm Center Private	6.97	15	Multi-Family	30%	220	Apartment	31	DU	30	Hotel	33%	320	Motel	70	OcpdRm														
																	0.2	Retail	20%	826	Specialty Retail Center	12.14	KSF	20	Multi-Family	33%	220	Apartment	46	DU
																	0.2	Restaurant	20%	932	High Turn-Over (Sit-Down) Restaurant	12.14	KSF	0.2	Retail	33%	826	Specialty Retail Center	20.24	KSF
																	0.2	Office	30%	710	General Office Building	18.22	KSF							
MCP-1	Comm Center Local	0.69	0.2	Public Office	100%	710	General Office Building	6.01	KSF	0.2	Public Office	100%	710	General Office Building	6.01	KSF														
MCP-2	Comm Center State	1.64	10	Bed and Breakfast	100%	320	Motel	16	OcpdRm																					
										0.2	Retail	50%	826	Specialty Retail Center	7.14	KSF														
										0.2	Restaurant	50%	932	High Turn-Over (Sit-Down) Restaurant	7.14	KSF														
MCP-3	Comm Center State	1.82	15	Multi-Family	33%	220	Apartment	9	DU	30	Hotel	33%	320	Motel	18	OcpdRm														
																	0.2	Retail	33%	826	Specialty Retail Center	5.29	KSF	20	Multi-Family	33%	220	Apartment	12	DU
																	0.2	Office	33%	710	General Office Building	5.29	KSF	0.2	Retail	33%	826	Specialty Retail Center	5.29	KSF
MCP-5	Recreation State	2.36	10	Bed and Breakfast	100%	320	Motel	24	OcpdRm		Day Use/Sports Center		495	Recreational Community Center	24.00	KSF														
MCP-5	Recreation Federal	2.3	10	Bed and Breakfast	100%	320	Motel	23	OcpdRm																					
MCP-5	Residential Private	0.59	--	3 Parcels SF-Dus	100%	210	Single-Family Detached Housing	3	DU	15	Multi-Family	100%	220	Apartment	9	DU														
MCP-5	Residential Private	1.08	--	6 Parcels SF-Dus	100%	210	Single-Family Detached Housing	6	DU	15	Multi-Family	100%	220	Apartment	16	DU														
MCP-4	Industrial	5	0.1	General Light Industrial	100%	110	General Light Industrial	21.78	KSF	0.1	General Light Industrial	100%	110	General Light Industrial	21.78	KSF														

NOTE: FAR = Floor Area Ratio; KSF = 1,000 square feet of floor area; DU = dwelling unit; OcpdRm = Occupied Rooms

Source: LSC Transportation Consultants, Inc.

Meyers Area Plan Trip Generation.xlsx

TABLE B: Meyers Area Plan - Community Plan Land Uses - Trip Generation

						Trip Generation Rates ¹				Reduction for Internal Trips	Reduction	Project Generated Vehicle Trips at Site Access ²					Project Generated Vehicle Trips on Adjacent Roadways			
ITE						Daily	PM Peak Hour			Within Parcel	For Non-Auto	Daily	PM Peak Hour			Pass-By Percent	Daily	PM Peak Hour		
Zone	Code	ITE Land Use	Quantity	Units	Note		In	Out	Total				In	Out	Total			In	Out	Total
MCP-2	320	Motel	15	OcpdRm	(3)	9.20	0.31	0.27	0.58	0%	5%	131	4	4	8	0%	131	4	4	8
MCP-3	220	Apartment	31	DU		6.65	0.40	0.22	0.62	23%	5%	151	9	5	14	0%	151	9	5	14
	826	Specialty Retail Center	12.14	KSF		44.32	1.19	1.52	2.71	36%	5%	328	9	11	20	34%	216	6	7	13
	932	High Turn-Over (Sit-Down) Restaurant	12.14	KSF		127.15	5.91	3.94	9.85	14%	5%	1,260	59	39	98	43%	718	34	22	56
	710	General Office Building	18.22	KSF	(4)	19.76	0.25	1.24	1.49	15%	2%	301	4	19	23	0%	301	4	19	23
MCP-1	710	General Office Building	6.01	KSF	(4)	25.78	0.25	1.24	1.49	0%	2%	152	1	8	9	0%	152	1	8	9
MCP-2	320	Motel	16	OcpdRm	(3)	9.18	0.31	0.27	0.58	0%	5%	140	5	4	9	0%	140	5	4	9
MCP-3	220	Apartment	9	DU		6.65	0.40	0.22	0.62	10%	5%	51	3	2	5	0%	51	3	2	5
	826	Specialty Retail Center	5.29	KSF		44.32	1.19	1.52	2.71	9%	5%	203	5	7	12	34%	134	3	5	8
	710	General Office Building	5.29	KSF	(4)	26.59	0.25	1.24	1.49	10%	2%	124	1	6	7	0%	124	1	6	7
MCP-5	320	Motel	24	OcpdRm	(3)	9.07	0.31	0.27	0.58	0%	5%	207	7	6	13	0%	207	7	6	13
	320	Motel	23	OcpdRm	(3)	9.08	0.31	0.27	0.58	0%	5%	198	7	6	13	0%	198	7	6	13
	210	Single-Family Detached Housing	3	DU		9.52	0.63	0.37	1.00	0%	2%	28	2	1	3	0%	28	2	1	3
	210	Single-Family Detached Housing	6	DU		9.52	0.63	0.37	1.00	0%	2%	56	4	2	6	0%	56	4	2	6
MCP-4	110	General Light Industrial	21.78	KSF		6.97	0.12	0.85	0.97	0%	2%	149	2	19	21	0%	149	2	19	21
Total Community Plan												3,479	122	139	261		2,756	92	116	208

NOTE: FAR = Floor Area Ratio; KSF = 1,000 square feet of floor area; DU = dwelling unit; OcpdRm = Occupied Rooms

NOTE 1: Trip generation rates are based on *Trip Generation, 9th Edition* (ITE, 2012). Trip generation equations are used where noted, otherwise average trip rates are assumed.

NOTE 2: The trips at the site driveways are not all new trips on the adjacent roadway network.

NOTE 3: Daily trip generation for ITE land use 320 is estimated using the equation: $\ln(T) = 0.97\ln(x) + 2.30$.

NOTE 4: Daily trip generation for ITE land use 710 is estimated using the equation: $\ln(T) = 0.76\ln(x) + 3.68$.

Source: LSC Transportation Consultants, Inc.

Meyers Area Plan Trip Generation.xlsx

TABLE C: Meyers Area Plan Trip Generation - Area Plan Land Uses

					Trip Generation Rates ¹				Reduction for Internal Trips	Reduction For Non-Auto	Project Generated Vehicle Trips at Site Access ²				Pass-By Percent	Project Generated Vehicle Trips on Adjacent Roadways			
Zone	ITE Code	ITE Land Use	Quantity	Units	Daily	PM Peak Hour					Daily	In	Out	Total		Daily	In	Out	Total
						In	Out	Total											
MCP-2	826	Specialty Retail Center	6.36	KSF	44.32	1.19	1.52	2.71	25%	6%	199	5	7	12	34%	131	3	5	8
	932	High Turn-Over (Sit-Down) Restaurant	6.36	KSF	127.15	5.91	3.94	9.85	9%	6%	694	32	22	54	43%	396	18	13	31
MCP-3	320	Motel	70	OcpdRm (3)	8.78	0.31	0.27	0.58	6%	6%	543	19	17	36	0%	543	19	17	36
	220	Apartment	46	DU	6.65	0.40	0.22	0.62	10%	6%	259	16	8	24	0%	259	16	8	24
	826	Specialty Retail Center	20.24	KSF	44.32	1.19	1.52	2.71	6%	6%	791	21	27	48	34%	522	14	18	32
MCP-1	710	General Office Building	6.01	KSF (4)	25.78	0.25	1.24	1.49	0%	3%	150	1	8	9	0%	150	1	8	9
MCP-2	826	Specialty Retail Center	7.14	KSF	44.32	1.19	1.52	2.71	25%	6%	223	6	8	14	34%	147	4	5	9
	932	High Turn-Over (Sit-Down) Restaurant	7.14	KSF	127.15	5.91	3.94	9.85	9%	6%	779	36	24	60	43%	444	21	13	34
MCP-3	320	Motel	18	OcpdRm (3)	9.15	0.31	0.27	0.58	5%	6%	147	5	4	9	0%	147	5	4	9
	220	Apartment	12	DU	6.65	0.40	0.22	0.62	8%	6%	69	4	2	6	0%	69	4	2	6
	826	Specialty Retail Center	5.29	KSF	44.32	1.19	1.52	2.71	5%	6%	209	6	7	13	34%	138	4	5	9
MCP-5	495	Recreational Community Center	24.00	KSF	33.82	1.34	1.40	2.74	0%	6%	763	30	32	62	10%	687	27	29	56
	220	Apartment	9	DU	6.65	0.40	0.22	0.62	0%	6%	56	3	2	5	0%	56	3	2	5
	220	Apartment	16	DU	6.65	0.40	0.22	0.62	0%	6%	100	6	3	9	0%	100	6	3	9
MCP-4	110	General Light Industrial	21.78	KSF	6.97	0.12	0.85	0.97	0%	3%	147	2	18	20	0%	147	2	18	20
Total Area Plan											5,129	192	189	381		3,936	147	150	297

NOTE: FAR = Floor Area Ratio; KSF = 1,000 square feet of floor area; DU = dwelling unit; OcpdRm = Occupied Rooms

NOTE 1: Trip generation rates are based on *Trip Generation, 9th Edition* (ITE, 2012). Trip generation equations are used where noted, otherwise average trip rates are assumed.

NOTE 2: The trips at the site driveways are not all new trips on the adjacent roadway network.

NOTE 3: Daily trip generation for ITE land use 320 is estimated using the equation: $\ln(T) = 0.97\ln(x) + 2.30$.

NOTE 4: Daily trip generation for ITE land use 710 is estimated using the equation: $\ln(T) = 0.76\ln(x) + 3.68$.

Source: LSC Transportation Consultants, Inc.

Meyers Area Plan Trip Generation.xlsx

TABLE D: Meyers Area Plan - Comparison of Community Plan Versus Area Plan Trip Generation on Adjacent Roadways

Reflects Pass-by Reductions

Developable Lands by Parcel	Acres	CP Land Use	AP Land Use	Community Plan Trip Generation		Area Plan Trip Generation		Difference		Percent Difference	
				Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour
Comm Center Private (MCP-2)	1.46	Bed/Breakfast or Entertainment	All Commercial Uses	131	8	527	39	396	31	302%	388%
Comm Center Private (MCP-3)	6.97	All Commercial Uses	All Commercial Uses	1,386	106	1,324	92	-62	-14	-4%	-13%
Comm Center Local (MCP-1)	0.69	Public Services	Public Services	152	9	150	9	-2	0	-1%	0%
Comm Center State (MCP-2)	1.64	Bed/Breakfast or Entertainment	All Commercial Uses	140	9	591	43	451	34	322%	378%
Comm Center State (MCP-3)	1.82	All Commercial Uses	All Commercial Uses	309	20	354	24	45	4	15%	20%
Recreation State (MCP-5)	2.36	Bed/Breakfast or Single Family Res	Recreation	207	13	687	56	480	43	232%	331%
Recreation Federal (MCP-5)	2.3	Bed/Breakfast or Single Family Res	Recreation	198	13	0	0	-198	-13	-100%	-100%
Residential Private (MCP-5)	0.59	Single Family Res	Multi-Family Res or Hotel/Motel	28	3	56	5	28	2	100%	67%
Residential Private (MCP-5)	1.08	Single Family Res	Multi-Family Res	56	6	100	9	44	3	79%	50%
Industrial (MCP-4)	5	All Industrial Uses	All Industrial Uses	149	21	147	20	-2	-1	-1%	-5%
TOTAL				2,756	208	3,936	297	1,180	89	43%	43%
Subtotal: By Land Use											
Lodging/Residential				962	71	1,174	89	212	18	22%	25%
Commercial				1,493	107	1,778	123	285	16	19%	15%
Recreation				0	0	687	56	687	56	--	--
Industrial				149	21	147	20	-2	-1	-1%	-5%
Public Services				152	9	150	9	-2	0	-1%	0%
TOTAL				2,756	208	3,936	297	1,180	89	43%	43%

Source: LSC Transportation Consultants, Inc.

Meyers Area Plan Trip Generation.xlsx

TABLE E: Meyers Area Caltrans Traffic Counts

ROUTE	POSTMILE	DESCRIPTION	1993	2010	2014	Change - 1993 to 2014	
						Number	Percent
Annual Average Daily Traffic (AADT)							
50	70.245	East of Upper Truckee River Road	12,500	10,700	10,400	-2,100	-17%
50	70.621	East of Jct. Route 89 South	17,300	13,100	12,600	-4,700	-27%
50	71.48	North of Pioneer Trail Road	13,600	13,100	13,100	-500	-4%
89	4.58	South of US 50	4,300	5,500	4,250	-50	-1%
Peak Month Average Daily Traffic							
50	70.245	East of Upper Truckee River Road	17,000	15,000	13,300	-3,700	-22%
50	70.621	East of Jct. Route 89 South	24,000	17,000	17,200	-6,800	-28%
50	71.48	North of Pioneer Trail Road	17,900	17,200	17,200	-700	-4%
89	4.58	South of US 50	5,400	7,000	5,600	200	4%
Source: Caltrans			Meyers Area Plan Trip Generation LOS.xlsx				

TABLE F: Meyers Area Plan - Intersection Turning Movement Volumes

Intersection	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Year Peak Hour													
US 50 / Pioneer Trail	--	999	244	8	794	--	--	--	--	484	--	40	2,569
US 50 / SR 89	58	--	235	--	--	--	--	884	73	194	1,114	--	2,558
Meyers Area Plan Buildout Peak Hour													
US 50 / Pioneer Trail	--	1,199	332	11	956	--	--	--	--	558	--	47	3,104
US 50 / SR 89	82	--	309	--	--	--	--	1,035	97	245	1,312	--	3,080
Meyers Community Plan Buildout Peak Hour													
US 50 / Pioneer Trail	--	1,194	331	11	940	--	--	--	--	552	--	47	3,076
US 50 / SR 89	80	--	306	--	--	--	--	1,017	97	242	1,302	--	3,044
Source: LSC Transportation Consultants, Inc.													
Meyers Area Plan Trip Generation LOS.xlsx													

TABLE G: Meyers Area Plan LOS

Intersection	Existing		Future ⁵			
	Delay	LOS	Community Plan		Area Plan	
	Delay	LOS	Delay	LOS	Delay	LOS
US 50 / Pioneer Trail ¹	34.2	C	61.6	E ³	63.1	E ³
US 50 / SR 89 ²						
- Existing Unsignalized	62.6	F	--	--	--	--
- Single Lane Roundabout	26.9	D	58.8	F	65.1	F
- Dual Lane Roundabout ⁴	--	--	28.0	D	30.3	D
<p>BOLD text indicates that LOS standard has been exceeded.</p> <p>Note: "Delay" is reported as average delay in seconds per vehicle.</p> <p>Note 1: Level of service for signalized intersections is reported for the total intersection.</p> <p>Note 2: Level of service for roundabouts and other unsignalized intersections is reported for the worst movement.</p> <p>Note 3: LOS E is acceptable at this intersection for no more than 4 hours during the design day, per TRPA LOS standards.</p> <p>Note 4: LOS can be mitigated by adding a second eastbound thru lane and two circulating lanes on the south side of the roundabout.</p> <p>Note 5: Future LOS conditions will only occur if assumptions regarding future traffic growth actually occur.</p> <p>Source: LSC Transportation Consultants, Inc.</p> <p style="text-align: right;"><i>Meyers Area Plan Trip Generation LOS.xlsx</i></p>						