PUBLIC DRAFT

Initial Study/Mitigated Negative Declaration

Tahoe Donner Downhill Ski Lodge

MAY 2023

Prepared for:

TOWN OF TRUCKEE
Planning Division
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Truckee, CA 96161
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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
BTU	British thermal unit
CEQA	California Environmental Quality Act
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
GHG	Greenhouse Gas
IS	Initial Study
LRWQCB	Lahontan Regional Water Quality Control Board
MND	Mitigated Negative Declaration
NCDEH	Nevada County Department of Environmental Health
NSAQMD	Northern Sierra Air Quality Management District
PRC	Public Resources Code
SF	Square feet
TMC	Truckee Municipal Code

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1 Introduction

1.1 Project Overview

The proposed project is the demolition of the existing ski lodge at the Tahoe Donner Ski Area and construction of a new ski lodge in its place. The proposed uses remain unchanged from existing ski lodge uses. The replacement lodge will serve as a ski lodge facility for guests at the Tahoe Donner Downhill Ski Resort and provide improved facilities and services.

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) applies to projects carried out, funded or approved by state or local government agencies. The proposed project constitutes a project as defined by CEQA (California Public Resources Code Section 21000 et seq.). State CEQA Guidelines Section 15367 states that a "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project." Therefore, the Town of Truckee (Town) is the lead agency responsible for compliance with CEQA for the proposed project.

CEQA Guidelines Section 15183 provides that a project which is consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. If the lead agency determines that the prior EIR, or uniformly applied development policies, would address all potential project impacts, a new CEQA document is not required. If the potentially significant impacts that are peculiar to the project or the project site, were not adequately analyzed in the prior EIR (including off-site and cumulative impacts), or may be more severe as a result of new information which was not known at the time of the prior EIR, a CEQA document would be prepared to address those particular impacts. The 2025 General Plan and EIR can be found at the following link:

> https://www.townoftruckee.com/government/community-development/planning-division/plans-and-regulations/2025-general-plan

This Town of Truckee prepared this Initial Study (IS) to consider the proposed project in light of the Town of Truckee 2025 General Plan EIR. The project is consistent with the land use classification, intensity (which is how non-commercial development "density" is typically described), zoning, and relevant policies. The project complies with all development standards in the Truckee Municipal Code. The IS found that certain project and site-specific conditions may in potentially significant impacts that were not adequately addressed in the 2025 General Plan EIR nor addressed by uniformly applied development policies. However, the IS further finds that these impacts would clearly be reduced to less than significant with implementation of feasible mitigation measures. Therefore, a proposed Mitigated Negative Declaration (MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) CEQA Guidelines Section 15070 which states that an MND can be prepared when "(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant, before

a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment."

Those environmental topics that have been adequately addressed by the Town of Truckee 2025 General Plan Environmental Impact Report (EIR) and/or would be substantially mitigated by uniformly applied development policies or standards adopted by the Town are discussed in the IS.

1.3 Public Review Process

The proposed IS/MND shall be circulated for a public review period of at least 30 days. The review period is identified in the Notice of Intent (NOI) for the project. The NOI includes where to submit written or electronic comments on the proposed IS/MND.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment, as well as the ways in which the significant effects of the project are proposed to be avoided or mitigated.

Following the public review period, prior to taking action on the proposed project, the Town shall consider the proposed IS/MND together with any comments received during the public review process. The Town shall adopt the proposed IS/MND if it finds on the basis of the whole record before it that there is no substantial evidence that the project will have a significant effect on the environment and that the IS/MND reflects the Town's independent judgment and analysis.

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2 Summary of Findings

The discussion provided in Section 3 of this IS found that there would be potentially significant project-specific impacts related to air quality, biological resources, and hydrology/water quality. For other environmental topics, the proposed project is consistent with the 2025 General Plan, for which an EIR was prepared. The potential impacts of the project area are adequately addressed by the General Plan EIR or uniformly applied development policies or standards adopted by the Town.

2.1 Mitigation Measures

The following mitigation measures apply to the proposed project:

MM-AQ-1 **Dust Control Plan.** The project applicant shall prepare a Dust Control Plan pursuant to NSAQMD Rule 226 (Dust Control) and Title 18 of the TMC (Section 18.30.030 – Air Emissions). The Dust Control Plan must be submitted to and approved by the Air Pollution Control Officer before topsoil is disturbed. The Air Pollution Control Officer may require use of palliatives, reseeding, or other means to minimize windblown dust. After commencement of development, if the approved elements of the dust control plan prove ineffective, the Air Pollution Control Officer may require additional control measures to be instituted.

MM-AQ-2 **Criteria Air Pollutants.** The project applicant shall implement the following measures in order to mitigate criteria air pollutants exceeding the NSAQMD level A and level B thresholds during project construction:

Level A.

a. Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.

b. Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction.

Level B.

c. Controls specified above (a and b) shall be implemented.

d. Temporary traffic control shall be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.

e. Construction activities shall be scheduled to direct traffic flow to off-peak hours as much as practicable.

MM-AQ-3 **Asbestos.** If naturally occurring asbestos (NOA) is identified during earthwork, the NSAQMD must be notified no later than the following business day and compliance with the statewide *Asbestos Toxic Control Measure for Construction, Grading, Quarrying and Surface Mining Operations*

(Asbestos ATCM) would be required. In regard to surfacing materials, the project is required to comply with the statewide *Asbestos Airborne Toxic Control Measure for Surfacing Applications* (Surfacing ATCM), which prohibits the use of material containing 0.25% asbestos or greater for surfacing of areas such as pedestrian walkways and pavement.

MM-BIO-1 **Protection of Active Bird Nests.** If ground disturbance activities take place during the breeding/nesting season (March through August), a preconstruction bird nest survey is required and shall be conducted by a qualified biologist no more than 15 days prior to initiation of proposed construction activities. If no active nests are identified during the preconstruction survey, no further actions or restrictions are required. If active nests are found on or immediately adjacent to the site, a nest avoidance plan shall be prepared and implemented with approval from the Town of Truckee and if the Town requests, CDFW. The avoidance plan shall identify appropriate nest buffer zones within which project activities will be precluded to ensure no harm or agitation of nesting birds occurs and a qualified biologist shall monitor the nest(s) and project activities to ensure the buffer zones are adhered to until the nesting birds have fledged. Once the nesting birds have fledged from active nests, there is no longer a need for a nest avoidance plan or to enforce any related nest buffer zones, and project activities could then proceed without any bird nest-related restrictions.

MM-HYD-1 **Dewatering Plan.** Prior to issuance of a building permit, a California licensed Geotechnical Engineer or Engineering Geologist shall prepare and submit a draft Dewatering Contingency Plan for any dewatering activities that may be required during construction activities. The Dewatering Contingency Plan shall prioritize gravity flow techniques prior to use of pumping techniques and include best management practices (BMPs) for the management of any discharge water. The required BMPs shall be consistent with the California Stormwater Quality Association Construction BMP Handbook for Dewatering Activities and include appropriate BMPs such as sediment basins or holding tanks, energy dissipators, and/or sediment traps. No ground disturbance activity shall occur prior to approval of the final Dewatering Contingency Plan by the Town of Truckee and Lahontan Regional Water Quality Control Board.

3 Initial Study Checklist

1. **Project title:**

   Tahoe Donner Downhill Ski Lodge

2. **Lead agency name and address:**

   Town of Truckee
   10183 Truckee Airport Road
   Truckee, CA 96161

3. **Contact person and phone number:**

   Yumie Dahn, AICP
   Senior Planner
   530.582.2918

4. **Project location:**

   11603 Snowpeak Way
   Truckee, CA 96161

   Assessor's Parcel Number (APN) 046-250-005, 007, 009

5. **Project sponsor's name and address:**

   Tahoe Donner Association
   11509 Northwoods Blvd.
   Truckee, CA 96161

6. **General plan designation:**

   The project site is within the *Tahoe Donner Plan Area*.

7. **Zoning:**

   The project site is zoned *Recreation* (REC).

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   The project is located in the Town of Truckee, at 11603 Snowpeak Way (see Figure 1, Project Location). The project site includes the existing ski lodge and adjacent grounds (see Figure 2, Project Site). The proposed project is the demolition of the existing ski lodge at the Tahoe Donner Ski Area and construction of a new ski lodge in its place. No changes to the uses, operations, and parking areas are proposed to the

existing ski hill. The proposed project is consistent with the development standards of the REC (Recreation District) of the TMC and the Tahoe Donner Plan Area General Plan land use designation. The downhill ski lodge is a homeowners association amenity that primarily serves the members of the Tahoe Donner subdivision. The replacement lodge will serve as a ski lodge facility for guests at the Tahoe Donner Downhill Ski Resort and provide improved facilities and services for the existing demand. The primary services and amenities provided at the ski lodge are broken down into three categories:

• Guest services. Guest services consist of ticket sales, public lockers, equipment rental and repair, guest services, ski school and children's programs.

• Commercial facilities. Commercial facilities consist of food and beverage seating, a kitchen, a bar and lounge, restrooms and accessory retail.

• Operational facilities. Operational facilities include administration, employee facilities and first aid and mountain patrol.

Existing operations at the ski area would not change. Current winter and summer activities at the ski lodge and resort are as follows:

- Winter (November through April). Operates daily 8:00 a.m. to 5:00 p.m.
  - Services include equipment rental, retail sales, ski school, ticket sales, shuttle service, bar and food and beverage.
  - Community ski-related events happen throughout the season that occur during normal operating hours of the downhill ski resort.
  - Two annual community ski-related events which might fall out of normal operating hours:
    - New Year's Eve celebration, 5:00 PM to 8:00 PM – Light parade and fireworks show (5:00 PM to 8:30 PM)
    - The Saturday of the President's Day Holiday Weekend, 5:00 PM to 7:30 PM – Glow parade on Snowbird Lift
    - T). Other private or community events are prohibited.
  - Approximately three event dinners and ceremonies for ski-related clubs that are wholly indoors and end by 10:00 PM. No other restaurant activities occur outside the normal operating hours.
  - Ski operations include chair lifts, conveyor lifts, snowmaking, snow removal and grooming operations (which occur throughout the day and night).
  - Administrative (office) activities occur throughout the winter.
- Summer (May through October).
  - Day camps operate daily 9:00 a.m. to 4:00 p.m.
  - Administrative (office) activities occur throughout the summer.
  - Maintenance of buildings, ski lifts, equipment, and trails occurs throughout the summer.

The existing ski lodge at the Tahoe Donner Ski Area is approximately 15,128 square feet (SF), with an adjoining outdoor deck area that is 5,056 SF (see Figure 3, Existing Site Plan). The highest site elevation is 6,784 feet. The site slopes to the northeast at approximately an 8% grade. The lodge is accessible from Slalom Way and a driveway to the west of the lodge that connects to Snowpeak Way. Existing parking

includes 219 parking spaces among five parking lots located off Slalom Way and Snowpeak Way (APNs 046-050-002, 046-050-001, and 046-040-002) that are served by shuttles run by Tahoe Donner Association. 85 additional parking spaces are permitted in the Town right-of-way, on the north side of the Snowpeak Way, 525 feet west and 900 feet east of the intersection of Snowpeak Way and Slalom Way (see Figure 4, Parking and Circulation), and the north side of Slalom Way, 950 feet north of the intersection of Snowpeak Way and Slalom Way, per a Seasonal Parking Permit Agreement (executed on October 16, 2008, allowed per Town of Truckee Municipal Code Section 10.17.035. Per this agreement, no parking is permitted within a ten-foot setback on either side of a residential driveway.

The existing downhill ski lodge has between 45-107 employees depending on mid-week, weekend, or holiday staffing needs. During peak ski periods such as Christmas and New Year's week, Martin Luther King Jr. holidays weekend, and President's Day weekend, employees park at the Tahoe Donner Lodge, located at 12850 Northwoods Boulevard. Shuttle service for employees is provided from Tahoe Donner Lodge to the Downhill Ski Lodge based on historical skier visitation tracking data from the past 20 years, approximately 10 to 15 days/year. The shuttle runs every 15 minutes from 7:00 AM to 9:15 AM and 3:00 PM to 5:15 PM. There are no additional parking or shuttle service for guests outside of the approved five parking lots and on-street parking lots. Based on Table 1 below, while some departments will increase or decrease in employee numbers, the existing staffing levels will in total remain the same with the new downhill ski lodge.

Table 1. Proposed Project Staffing Levels

Department	Existing Number of Staff			Proposed Number of Staff		
	Mid-Week	Weekends	Holidays	Mid-Week	Weekends	Holidays
Food and Beverage	5	7	8	5	7	8
Rentals and Retail	3	8	10	3	8	10
Lift Operations	9	9	9	9	9	9
Tickets and Guest Services	2	5	6	2	5	6
Parking	2	4	4	2	4	4
Transportation	1	2	2	1	2	2
Management	3	3	3	3	3	3
Ski School	12	35	55	12	35	55
Ski Patrol	3	4	4	3	4	4
Mechanic	2	2	2	2	2	2
Grooming – Grave and Swing Shifts	2	3	3	2	3	3
Custodian - Swing Shift	1	1	1	1	1	1
Total	**45**	**83**	**107**	**45**	**83**	**107**

Source: Tahoe Donner Ski Area Resort Manager.

The proposed ski lodge building is a three-story building with a gross area of 24,490 SF (see Figure 5, Proposed Site Plan). The first floor is 4,265 SF, and includes staff support and kitchen prep space, storage, utility space, and restrooms. The second floor is 10,125 SF and includes rentals and guest services, the ski school, offices, storage, and restrooms. The third floor is 10,100 SF and includes dining and kitchen area, storage, and restrooms. The top two stories are visible from Slalom Way (see Figure 6, Proposed

Elevation), while all three stories are visible from the driveway that connects to Snowpeak Way (see Figure 7, Proposed Elevation Northeast).

The total building lot coverage (footprint) is 11,038 SF. The deck and covered entryway (on the north side) add an additional 7,794 SF of lot coverage. The total size of the proposed parcel (pending a lot line adjustment) is approximately 3 acres. The area of project disturbance is approximately 1.3 acres. No new improvements or expansion to the existing parking areas are proposed. No expansion or enhancement of the ski hill, runs, lifts, or operations are part of this project.

As measured from the average surrounding grade to the top of the building, the building height would not exceed 35 feet (the height limit per the zoning standards). A new deck will connect to the third floor on the south side, at the same grade as the existing ski lift.

A circular shuttle drop-off area will be incorporated into the project on Slalom Way. The project will also include new landscaping. The site contains one mature tree which will be retained. The landscaping is located within the shuttle drop-off area and on the east side between the lodge driveway and the adjacent parcel. The plant palette includes Jeffrey pine, shrubs, and groundcover, which will be irrigated with a low flow drip system.

The proposed project would require the approval of a Development Permit for a new structure that is proposed to contain 7,500 SF or more of total gross floor area and 26,000 SF or more of disturbance and a Minor Use Permit for disturbance of land or located within 200 feet of any wetland area. Land use entitlements are effective for two years from the approval with construction required to be completed within four years of the approval date unless a Time Extension is approved per Section 18.84.055 of the Truckee Municipal Code.

Construction is proposed to begin in spring (rough grading) and conclude in fall of the following year. While construction is ongoing through the winter ski season, temporary portable buildings would be placed in Parking Lot 5, at the corner of Slalom and Snowpeak Way. During construction season (summer), Parking Lot 5 would be used as a staging area.

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

Location	Zoning	General Plan Classification	Existing Land Use
North APN: 046-250-013	Residential Multi-Family (RM-15)	Tahoe Donner Plan Area	Tahoe Donner Association Clubhouse/Swimming Pool
South APN: 046-250-007 (0.01 ac. TDA parcel) APN: 046-250-005	Recreation (REC)	Tahoe Donner Plan Area	Tahoe Donner Ski Resort
East APNs: 046-250-013 & 046-250-014	Residential Multi-Family (RM-15)	Tahoe Donner Plan Area	Tahoe Donner Condominiums
West APNs: 046-250-013, 046-250-012 & 046-570-023	Residential Multi-Family (RM-15)	Tahoe Donner Plan Area	Tahoe Donner Condominiums

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

- Development Agreement from the Tahoe Donner Public Utilities District for electrical service.
- Dewatering permit and approval of a Stormwater Pollution Prevention Plan (SWPPP) by the Regional Water Quality Control Board (RWQCB).
- Truckee Sanitary District
- Permit from the Nevada County Department of Environmental Health (NCDEH) for the food service facility.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Town staff sent out consultation notifications to the tribes listed on the Native American Heritage Commission Tribal Consultation list, which included the Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, Washoe Tribe of Nevada and California, Wilton Rancheria, Colfax-Todds Valley Consolidated Tribe, and Nevada City Rancheria Nisenan Tribe. The United Auburn Indian Community of the Auburn Rancheria (UAIC) deferred consultation to the Washoe Tribe but requested updates if no other tribes actively engage on the consultation. Staff specifically reached out to the Washoe Tribe of Nevada and California a second time and asked if consultation will be requested. No response was received. Staff reached out to UAIC and informed them that no other tribe, including the Washoe Tribe, requested consultation. No response was received and on February 15, 2023 formal consultation was closed.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature

05/19/2023
Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

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

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

The 2025 General Plan states that scenic vistas in Truckee include those of high mountain ridges and peaks, expansive open space, and specific natural features such as the Truckee River or Donner Lake (Town of Truckee 2006a). Therefore, projects that would detract from these scenic views may be considered to have a substantial adverse effect on a scenic vista. However, the 2025 General Plan EIR determines that goals, policies, and actions in the General Plan intended to preserve these scenic vistas would result in a less than significant impact to scenic vistas (Town of Truckee 2006b). These include Goal LU-1, which seeks to maintain the Town's mountain community character, and Goals CC-1 and CC-2, both of which specifically call for preservation of Truckee's scenic open space and other visual resources. Policies under Goal CC-2 identify preservation of scenic views of hillsides and ridgelines, protection of the Truckee River and other natural waterways, safeguarding the scenic values of Donner Lake, and more specific strategies such as implementation of landscaping to improve views. The General Plan EIR

determined that compliance with these General Plan goals and policies would result in a less-than-significant impact on scenic vistas.

The proposed project would involve demolition of an existing ski lodge and construction of a new ski lodge in its place. While the adjacent ski hill is located on a designated Prominent Slope, Ridge Line, Bluff Line or Hillside of Figure CC-1 (Scenic Resources) of the Community Character Element of the General Plan, the project site is not located in an identified Scenic Resource. The proposed ski lodge building is a three-story building with a gross area of 24,490 SF and would not exceed 35 feet as measured from the average surrounding grade to the top of the building. While the new ski lodge would be larger in size and stature, the project would comply with the height limit (35 feet) and maximum site coverage (40%) specified in Truckee Municipal Code (TMC) Section 18.16.040 for the REC zoning district. The new ski lodge is designed with two full stories plus a half semi-basement level, blending in with the hillside. The design of the new ski lodge is in context with its surroundings, which would minimize disturbance to scenic views and vistas, consistent with the General Plan goals and policies. For example, the new ski lodge would incorporate exterior board siding in natural colors with exposed concrete wainscot. The proposed project would comply with the TMC and General Plan policies, would blend into the mountain terrain, and would not contain any elements that would detract from scenic views or vistas; therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR determined that buildout of the General Plan would have a less-than-significant impact on state scenic highways as there are no officially designated scenic highways that run through Truckee. The General Plan identifies portions of Interstate 80 and Highway 89 North as scenic corridors. The project is located outside of the designated scenic corridor areas and is not visible from these areas. Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The General Plan EIR determined that General Plan goals and policies that seek to encourage high quality design and to achieve a balance between new development and preserving scenic resources would ensure impacts to visual character and quality of public views would be less than significant. For example, Community Character Element Policy P5.1 would require that all planning and development decisions respect the character and context of existing development, the landscape, and the natural environment. Policy P5.2 would require all new development to "incorporate high quality site design, architecture, and planning so as to enhance the overall quality of the built environment in Truckee and the Town's unique character, and create a visually-interesting and aesthetically-pleasing town environment." Compliance with the General Plan would therefore result in less-than-significant impacts.

The project site is not located within an urbanized area as defined by Public Resources Code (PRC) Section 21071. As previously discussed, the proposed project would be consistent with the current visual character

of the area. The new ski lodge is designed to blend in with the mountainous terrain and to respect the surrounding natural environment, consistent with the General Plan policies P5.1 and P5.2. Exterior board siding in natural colors, exposed concrete wainscoting, and stone cladding would be consistent with the visual character of the area. The proposed project would comply with the TMC and General Plan policies, would blend into the mountain terrain, and would not contain any elements that adversely impact visual character of quality of public views; therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR states that Truckee is threatened not only by light pollution from development within the Town's own borders, but also from sky glow associated with intensive development of the Reno/Sparks metropolitan area. However, Goal CC-4 in the Community Character Element of the General Plan includes policies and actions to protect views of the night sky and minimize the effects of light pollution. Policies P4.2 and P4.3 require light fixtures to be designed and sited to minimize light pollution, glare, and light trespass into adjoining properties. These policies also encourage the removal, replacement or retrofit of light fixtures that contribute to light pollution. The General Plan EIR determined that compliance with General Plan goals and policies would result in less-than-significant impacts regarding light and glare.

The project site is currently developed with an existing ski lodge that would be replaced by the proposed project. There are existing sources of light and glare created by car headlights, interior and exterior lighting from buildings, and parking lot lighting. The proposed project is not anticipated to substantially increase light and glare from existing conditions. New and replacement exterior lighting would be low-level, shielded fixtures conforming to guidelines in TMC Section 18.30.060. A site photometric study for the project site also shows that there would be no light trespass beyond the project site's property line (Bull Stockwell Allen 2022). Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☒	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐	☐

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

The General Plan EIR did not address agricultural and forestry resources. According to the California Department of Conservation, the project site has not been mapped by the Farmland Mapping and Monitoring Program (FMMP) (DOC 2020). The project site is currently used as a ski lodge and the proposed project would not change the uses at the site. No agricultural uses exist at the site and therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR did not address agricultural and forestry resources. The proposed project is not zoned for agricultural use and there is no Williamson Act contract on the project site. Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR did not address conflicts with forest zoning or conversion of forest land. The proposed project is located within the Tahoe National Forest; however, the project site is currently used as a ski lodge and the proposed project would not change the uses at the site. The project site is within the REC zoning district and there would be no conflict with zoning for forest land or timberland production. Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR did not address conflicts with forest zoning or conversion of forest land. The proposed project is located within the Tahoe National Forest; however, the project site is currently used as a ski lodge and the proposed project would not change the uses at the site or result in the loss of forest land. The project site includes one mature tree that would be retained. Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR did not address agricultural and forestry resources. As previously discussed, the proposed project would not result in the conversion of farmland or forestland to non-agricultural or non-forest use. The project site is currently used as a ski lodge and the proposed project would not change the uses at the site. Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒	☐

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

An area is designated as "in attainment" when it is in compliance with the federal and/or state standards. These standards are set by the U.S. Environmental Protection Agency (EPA) or California Air Resources Board (CARB) for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or public welfare with a margin of safety. Western Nevada County, which includes the project site, is designated as nonattainment for the federal and state ozone (O_3) standards. The eastern part of the county, which includes the project site is in attainment, and thus is not directly included in the attainment plan. The County is also designated as nonattainment for the state particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}) standard. As a nonattainment area, the Northern Sierra Air Quality Management District (NSAQMD) submitted an Ozone Attainment Plan to the EPA (NSAQMD 2018). Once adopted by the EPA, the Ozone Attainment Plan will be a federally enforceable air quality attainment plan for western Nevada County designed to reduce emissions of O_3 precursors (reactive organic gases [ROG], and NO_x) to attain the federal 8-hour O_3 standard by December 31, 2021, in accordance with the Clean Air Act.

This attainment status is reflected in the General Plan EIR (although the EIR was prepared in 2006, the attainment status for the Town and County basically remains unchanged). The Town prepared its own

Particulate Matter Air Quality Management Plan in 1999, in addition to NSAQMD requirements. The EIR found the impacts associated with mobile emissions to be significant and unavoidable, despite implementation of General Plan policies and air quality measures included in the TMC (Section 18.30.030).

Generally, a project would be considered to potentially conflict with the Ozone Attainment Plan if it would result in demographic growth that would exceed the forecasts used in the Plan. It should be noted that the eastern part of the county, which includes the project site is in attainment, and thus is not directly included in the attainment plan. Nevertheless, the following discussion is provided.

Regarding demographic growth, forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) were developed by NCTC for its 2015–2035 Regional Transportation Plan (RTP) (NCTC 2018). The Ozone Attainment Plan relies on the land use and population projections provided in the 2015–2035 RTP, which is generally consistent with the local plans in Nevada County; therefore, the Ozone Attainment Plan is generally consistent with local government plans. The project site is currently zoned REC. As previously discussed, the project includes the replacement of the existing 15,838 SF downhill ski lodge with a new 24,490 SF structure. Therefore, no changes to the existing zoning designations are necessary.

As described in the 2015–2035 RTP, the private service industry in Nevada County has resulted in an increase in 1,230 jobs from 2009 to 2014. Additionally, the private service industry was projected to be the second fastest-growing market through 2022, with an anticipated 15.5% growth rate (NCTC 2018). In general, the project proposes to replace an existing facility and does not propose an expansion of services or operations. During full operations, the project would not result in a net increase of employees. Thus, the project would not result in regional growth that is not accounted for within the Ozone Attainment Plan.

The proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR.

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

The General Plan EIR found that construction emissions, including diesel particulate matter ($PM_{2.5}$) and NO_x, an ozone precursor, could be significant. However, the EIR notes that construction on sites of 1 acre or larger are subject to NSAQMD Regulation II, Rule 226: Dust Control. Dust control measures are included in MM-AQ-1 below. Furthermore, Policy P13.3 of the Conservation and Open Space Element would require that all construction projects involving grading implement dust control measures. These measures, which are consistent with the NSAQMD guidelines, are defined in Chapter 18.30.030 of the TMC and would be a condition of approval of the project. With implementation of these policies, development regulations, and MM-AQ-1 the impact from construction would be less than significant.

With regard to non-construction emissions, the General Plan EIR determined the 2025 General Plan would lead to development generating increased emissions that affect both PM_{10} and ozone levels. Impacts related directly to implementation of the 2025 General Plan would be less than significant with a portion of the impact attributed to development and traffic generated outside of the Town. Since there are no feasible or reasonable measures to mitigate this impact, the General Plan EIR determined that cumulative impacts on air quality associated with both PM_{10} and ozone were determined to be significant and unavoidable.

To assess whether the project would have a peculiar project or site-specific impact related to emissions of PM_{10} or ozone precursors, an air quality modeling analysis that identified the project's impact on air quality was performed. This quantitative analysis is presented below. Per NSAQMD recommendations, unmitigated project-generated emissions that are greater than zero (i.e., at Levels A, B, or C) should be mitigated (NSAQMD 2019). As presented in threshold b), maximum daily unmitigated emissions of ROG would be at Level A and maximum NO_x emissions would be at Level B during construction. Implementation of MM-AQ-2 would reduce ROG and NO_x to less-than-significant levels.

Construction Emissions

For purposes of estimating project emissions, construction of the project is anticipated to occur over 15 months and assumed to take place from May 2023 through July 2024. Sources of air pollutant emissions during construction would include exhaust from off-road equipment and on-road vehicles (i.e., trucks and worker vehicles), fugitive dust associated with grading and material handling, and ROG off-gassing from architectural coatings. Emissions from the construction of the proposed project were estimated using California Emissions Estimator Model (CalEEMod). Specific construction schedule sequencing and subphases for the proposed project have not yet been determined; therefore, a conceptual construction schedule was developed for the purpose of air quality modeling as shown in Table 2.

Table 2. Construction Schedule

Phase Type	Start Date	End Date	Number of Days/Week	Total Days
Demolition	05/01/2023	05/26/2023	5	20
Site Preparation	05/27/2023	06/02/2023	5	5
Grading	06/03/2023	06/09/2023	5	5
Building Construction	06/10/2023	07/12/2024	5	285
Architectural Coating	07/13/2024	08/02/2024	5	15

Source: Appendix A.

Table 3 presents the general construction equipment mix used for the air pollutant emissions modeling of the proposed project. The equipment mix was generally followed for all construction modeling scenarios. For this analysis, it was assumed that heavy construction equipment would be operating at the site for approximately 8 hours a day (or less), 5 days a week (22 days per month), during project construction. However, the construction phases, construction equipment, and equipment hours of operation varied depending on the project component. Default construction worker, vendor trips, and trip lengths as provided in CalEEMod were used with the exception of the haul trips resulting from demolition of the existing ski lodge building and trips necessary to remove excavated soil from the site. The modeling inputs reflect an assumption that 72 one-way trips and 487 one-way trips would occur during the demolition and grading phases. Specific CalEEMod assumptions for each model scenario, including quantity of equipment, are provided in Appendix A.

Table 3. Construction Scenario Assumptions

Construction Phase	Average Daily Worker One-Way Trips	Average Daily Vendor One-Way Trips	Total Haul Truck One-Way Trips	Equipment	Quantity
Demolition	13	0	72	Concrete/Industrial Saws	1
				Rubber Tired Dozers	1
				Tractors/Loaders/Backhoes	3
Site Preparation	8	0	0	Graders	1
				Rubber-Tired Dozers	1
				Tractors/Loaders/Backhoes	1
Grading	10	2	487	Graders	1
				Rubber-Tired Dozers	1
				Tractors/Loaders/Backhoes	2
Building Construction	9	4	0	Cranes	1
				Forklifts	1
				Generator Sets	1
				Tractors/Loaders/Backhoes	1
				Welders	3
Architectural Coating	2	0	0	Air Compressors	1

Source: Appendix A.

Implementation of the proposed project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, and architectural coatings. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, primarily during the grading and site preparation phases, resulting in PM_{10} and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$) emissions. The proposed project is subject to NSAQMD Rule 226, Dust which requires the submittal and approval of a Dust Suppression Control Plan to the NSAQMD prior to the disturbance of any topsoil. Compliance with Rule 226, specified in MM-AQ-1 below, would limit fugitive dust (PM_{10} and $PM_{2.5}$) that may be generated during grading and construction activities. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of ROG, oxides of nitrogen (NO_x), carbon monoxide (CO), PM_{10}, and $PM_{2.5}$. Table 4 shows the estimated maximum daily construction emissions associated with the construction of the proposed project. Complete details of the emissions calculations are provided in Appendix A. The NSAQMD has established Level A, B, and C thresholds for ROG, NO_x, and PM_{10}. Per the NSAQMD, unmitigated project-generated emissions that are greater than zero are potentially significant and require mitigation.[1] While no numeric thresholds have been established for CO, SO_x, or $PM_{2.5}$, emissions are presented for disclosure.

[1] Following implementation of NSAQMD-recommend mitigation measures (as specified separately for Level A, B, and C) only emissions that exceed Level C thresholds are considered significant and unavoidable.

Table 4. Maximum Daily Project Emissions – Unmitigated

Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2023	1.61	29.33	14.00	0.08	9.49	4.59
2024	38.04	11.31	12.86	0.02	0.55	0.46
Maximum Daily Emissions	**38.04**	**29.33**	**14.00**	**0.08**	**9.49**	**4.59**
NSAQMD Significance Threshold Level	*Level B (24-136)*	*Level B (24-136)*	*N/A*	*N/A*	*Level A (<79)*	*N/A*

Source: Appendix A
Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; NA = not applicable; NSAQMD = Northern Sierra Air Quality Management District.
Significance is based on NSAQMD thresholds. For Level A or B criteria, emissions are considered potentially significant and trigger mitigation. If the emissions exceed the Level C threshold, they are considered significant and require greater mitigation. After incorporation of feasible mitigation, emissions at Level A or B would be less than significant, and emissions at Level C (i.e., >136 pounds per day) would be significant and unavoidable.

As shown in Table 4, daily unmitigated emissions of ROG, NO_x would exceed the NSAQMD level B thresholds, and PM_{10} would exceed the Level A threshold. No criteria air pollutants would be at Level C. The NSAQMD does not have significance criteria for SO_x, CO, or $PM_{2.5}$.

The following mitigation measures are required:

MM-AQ-1 **Dust Control Plan.** The project applicant shall prepare a Dust Control Plan pursuant to NSAQMD Rule 226 (Dust Control) and Title 18 of the TMC. The Dust Control Plan must be submitted to and approved by the Air Pollution Control Officer before topsoil is disturbed. The Air Pollution Control Officer may require use of palliatives, reseeding, or other means to minimize windblown dust. After commencement of development, if the approved elements of the dust control plan prove ineffective, the Air Pollution Control Officer may require additional control measures to be instituted.

MM-AQ-2 **Criteria Air Pollutants.** The project applicant shall implement the following measures in order to mitigate criteria air pollutants exceeding the NSAQMD level A and level B thresholds during project construction:

Level A.

a. Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.

b. Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction.

Level B.

c. Controls specified above (a and b) shall be implemented.

d. Temporary traffic control shall be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.

e. Construction activities shall be scheduled to direct traffic flow to off-peak hours as much as practicable.

Note that NSAQMD-recommended mitigation for Level B also includes limitations on residential wood burning appliances. This is not applicable to the proposed project.

Operational Emissions

Operation of the project would produce ROG, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from area sources, including natural gas combustion and use of consumer products. Notably, because the project is not proposing to increase use at the ski area or increase traffic within the project area, mobile emissions due to the replacement of existing buildings were not quantified. The estimation of proposed operational emissions was based on proposed land use defaults and total area (i.e., square footage) of buildings that would be in operation by 2025 (first year of operation).

Table 5. Maximum Daily Operational Criteria Air Pollutant Emissions

Source	ROG	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Existing Ski Lodge						
Area	0.49	<0.01	<0.01	0.00	0.00	0.00
Energy	0.01	0.09	0.08	<0.01	<0.01	<0.01
Total Existing Emissions	**0.05**	**0.09**	**0.08**	**<0.01**	**<0.01**	**<0.01**
Proposed Project						
Area	0.68	<0.01	<0.01	0.00	<0.01	<0.01
Energy	0.06	0.50	0.42	<0.01	0.04	0.04
Emergency Generator	2.20	9.83	5.61	0.01	0.32	0.32
Total Project Emissions	**2.94**	**10.33**	**6.03**	**<0.01**	**0.36**	**0.36**
Net Change (Project – Existing)	**2.44**	**10.24**	**5.95**	**0.01**	**0.36**	**0.36**
NSAQMD Significance Threshold Level	*Level A*	*Level A*	*NA*	*NA*	*Level A*	*NA*

Source: Appendix A.
Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; NSAQMD = Northern Sierra Air Quality Management District; <0.01 = reported value less than 0.01.

As shown in Table 5, estimated operational emissions of ROG, NO_x, and PM_{10}, while greater than zero, would not exceed the NSAQMD's Level A threshold. The project emissions are based on conservative estimates that likely over-report the potential emissions. Much of the expansion space is classified as "restaurant" for purposes of emissions modeling, which is an energy-intensive use. The operational emissions also assume an emergency generator that would be tested monthly. The project is consistent with the General Plan EIR analysis. Regarding operational emissions, the project would not result in new or

more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

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

The General Plan EIR found that a potentially significant impact could result from development located near I-80 or the Union Pacific Railroad line. This impact would be reduced with implementation of General Plan goals and policies. The General Plan EIR also found that potential carbon monoxide concentrations (aka hotspots) would not be a significant impact.

The potential site-specific impacts from emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants (HAPs), respectively, as well as CO hotspots, are discussed below.

Health Impacts of Toxic Air Contaminants

Construction of the proposed project would involve the use of diesel-fueled vehicles used during site preparation, grading, building construction, paving, and application of architectural coatings. Diesel particulate matter (DPM) is the primary TAC of concern during these construction activities. Notably, on-road diesel trucks traveling to and from the proposed project would be less of a concern because they would not stay on the site for long durations. The following measures are required by state law to reduce diesel particulate emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, Section 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project. The project would not require the extensive use of heavy-duty construction equipment or diesel trucks in any one location over the duration of development, which would limit the exposure of any proximate individual sensitive receptor to TACs. Furthermore, due to the relatively short period of exposure at any individual sensitive receptor and minimal particulate emissions generated on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks.

According to the NSAQMD, no naturally occurring asbestos (NOA) has been mapped in the project area. However, MM-AQ-3 below specifies management procedure in case NOA is identified during project construction, which would reduce impacts to less-than-significant levels. Materials used for surfacing would also be required to comply with the *Asbestos Airborne Toxic Control Measure for Surfacing Applications* (Surfacing ATCM).

MM-AQ-3 **Asbestos.** If naturally occurring asbestos (NOA) is identified during earthwork, the NSAQMD must be notified no later than the following business day and compliance with the statewide *Asbestos Toxic Control Measure for Construction, Grading, Quarrying and Surface Mining Operations* (Asbestos ATCM) would be required. In regard to surfacing materials, the project is required to comply with the statewide *Asbestos Airborne Toxic Control Measure for Surfacing Applications* (Surfacing ATCM), which prohibits the use of material containing 0.25% asbestos or greater for surfacing of areas such as pedestrian walkways and pavement.

Health Impacts of Carbon Monoxide

Mobile source impacts occur on two scales of motion. Regionally, project-related travel would add to regional trip generation and increase vehicle miles traveled (VMT) within the local airshed and the Mountain Counties Air Basin (MCAB). Locally, project-generated traffic would be added to the County's roadway system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. However, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the MCAB is steadily decreasing.

The NSAQMD thresholds of significance for local CO emissions are the 1-hour and 8-hour CAAQS of 20 ppm and 9 ppm, respectively. By definition, these represent levels that are protective of public health. As noted previously, Nevada County is currently designated attainment for both state and national CO ambient air quality standards, and the County typically experiences low background CO concentrations. The primary mobile-source criteria pollutant of local concern is CO which would occur due to construction activities.

Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site" (California Code of Regulations Title 40 Section 93.123). Since construction activities would be temporary and would occur over a short duration (15 months), a project-level construction hotspot analysis would not be required. As previously discussed, because the project is not proposing to increase use at the ski area or increase traffic within the project area, mobile emissions due to the replacement of existing buildings were not quantified. Therefore, the proposed project would not significantly contribute to a CO hotspot.

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

The General Plan EIR found that impacts related to odors would be less than significant with implementation of General Plan policies. Construction and operation of the project would result in various emissions; however, criteria air pollutants, fugitive dust, and toxic air contaminants are addressed under thresholds b) and c). As such, the threshold d) analysis is focused on the potential for the project to result in odor impacts. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Some of these activities would continue with project operations. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people.

Land uses and industrial operations that typically are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, solid waste transfer stations, rendering plants, dairies, and fiberglass molding. The project does not propose the aforementioned odor-generating land uses and would not result in odors that would adversely affect a substantial number of people. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
IV. BIOLOGICAL RESOURCES – Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐

Biological Impacts were analyzed in the Town of Truckee 2025 General Plan EIR on pages 4.3-1 through 4.3-22. The Truckee Basin and adjacent upland and mountain areas are rich in biological resources, both within the Town and in the surrounding region. Several special status habitats, plant species, and wildlife species have been identified in the Truckee area. Important biological resources include both vegetation and habitat areas, as well as wildlife corridors and migration routes that traverse the Town. The EIR determined that implementation of goals, policies, and actions would reduce potentially significant impacts to biological resources to a less-than-significant level.

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

Truckee's 2025 General Plan Environmental Impact Report evaluated potential impacts to special-status species that would occur with development in Truckee in Chapter 4.3, Biological Resources. The analysis contained in that chapter of the EIR found that incorporation of goals, policies, and actions (mitigation measures) would reduce potentially significant impacts to special status plant and wildlife species from proposed development to a less-than-significant level. Review of records maintained by the California Natural Diversity Database indicates that historical occurrences of several plant and animal with special status have been reported from the Truckee planning area. Special status plant species with the potential to occur in the Planning Area include the Donner Pass buckwheat, Oregon fireweed, *Plumas ivesia*, and Tahoe yellow cress. Development associated with implementation of the General Plan could have adverse impacts on several special-status animal species if they are present within areas permitted for future development.

To offset potential impacts to sensitive plant species, the General Plan includes several goals, policies, and actions related to the protection of these resources. Goal COS-5 in the Conservation and Open Space Element of the General Plan calls for maintaining biodiversity among plant and animal species in the Town of Truckee and the surrounding area, with special consideration of species identified as sensitive, rare, declining, unique, or representing valuable biological resources. In support of this goal, Conservation and Open Space Policy 5.1 requires biological resource assessments for all development in areas where special status species may be present, and Conservation and Open Space Policy 5.3 says that preservation of federal or State-designated endangered, threatened, special status or candidate species should be protected to the extent possible.

To further offset impacts from development there are numerous goals, policies and actions aimed at preserving open space resources, which mostly serve as habitat as well. These include Goal LU-7, which would preserve scenic open space through clustering of development and Goal CC-2, which calls for the protection of the Truckee River and other natural waterways.

Conservation Element Policy P5.1 requires biological resource assessments for all development in areas where special status species may be present and Policy P5.3 requires, to the extent possible, protection of federal or State-designated endangered, threatened, special status or candidate species.

The *Biological Resources Assessment for the ±3-Acre Tahoe Donner Downhill Lodge Project* (Salix 2022) identified fourteen (14) special-status animals through the database search as potentially occurring within the broader region surrounding the Study Area, and of those, four (4) were determined to have at least some potential to occur. Except for yellow warbler, it is unlikely that other special-status species would occur on the project site due to the absence of suitable habitat. Similarly, of the 22 potentially occurring plant species, three (3) plant species were determined to have some potential to occur within the study area, but they are still all unlikely to occur. Therefore, the likelihood of the site supporting rare plants is extremely low, particularly where the new building footprint will be situated.

The *Biological Resources Assessment* found that the study area presents suitable, but marginal, nesting habitat for special-status species yellow warbler (California Species of Special Concern) and a variety of common bird species that are protected by the Migratory Bird Treaty Act. Impacts to protected bird species would represent a potential site-specific impact. Therefore, mitigation recommended by the Biological Resources Assessment is incorporated into the project. Compliance with MM-BIO-1 would reduce impacts to nesting birds to less-than-significant levels.

MM-BIO-1 **Protection of Active Bird Nests.** If ground disturbance activities take place during the breeding/nesting season (March through August), a preconstruction bird nest survey is required and shall be conducted by a qualified biologist no more than 15 days prior to initiation of proposed construction activities. If no active nests are identified during the preconstruction survey, no further actions or restrictions are required. If active nests are found on or immediately adjacent to the site, a nest avoidance plan shall be prepared and implemented with approval from the Town of Truckee and if the Town requests, CDFW. The avoidance plan shall identify appropriate nest buffer zones within which project activities will be precluded to ensure no harm or agitation of nesting birds occurs and a qualified biologist shall monitor the nest(s) and project activities to ensure the buffer zones are adhered to until the nesting birds have fledged. Once the nesting birds have fledged from active nests, there is no longer a need for a nest avoidance plan or to enforce any related nest buffer zones, and project activities could then proceed without any bird nest-related restrictions.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

As analyzed in the Aquatic Resources Delineation for the Tahoe Donner Downhill Lodge Project (Salix 2022), there are two drainages lined with riparian scrub habitat present within the southeast portion of the project area that are considered wetland swales. Alder Creek is also located offsite to the northwest. The project would incorporate the goals, policies, and actions set forth in the Conservation and Open Space Element of the Town of Truckee 2025 General Plan EIR.

The 2025 General Plan includes Conservation and Open Space Policy 4.4 which seeks to preserve riparian corridors through application of setbacks and other development standards. Policy 4.5 prohibits development within established setback areas for streams and waterways other than the Truckee River, except as otherwise allowed in the TMC. TMC Section 18.38.040 requires the following setbacks from stream and waterways:

- Structures proposed on parcels with an average depth of 175 feet or more shall be set back a minimum of 50 feet from the edge of the 100-year floodplain of any stream;
- The required stream setback for structures proposed on parcels with an average depth of less than 175 feet shall be determined by the following formula, except that no setback shall be less than 20 feet.
- Structures proposed adjacent to streams for which the 100-year floodplain has not been determined or mapped shall be set back a minimum of 100 feet from the centerline of the stream channel;
- Structures proposed adjacent to streams that have been channelized by manmade improvements prior to the adoption and effective date of this Development Code shall be set back a minimum of 20 feet from the improvements. Channelized shall mean improvements that have altered and replaced the natural alignment of the stream.

Alder Creek is located approximately 246 feet from the project site. The 100-year floodplain for Alder Creek in this location has not been mapped. However, the 246-foot distance is in compliance with the required 100-foot minimum setback from the centerline of a stream channel where the 100-year floodplain has not been determined or mapped. These goals, policies, and actions would reduce potentially significant impacts to riparian habitat or other sensitive natural community to a less-than-significant level. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. The proposed project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the EIR.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As analyzed in the Aquatic Resources Delineation for the Tahoe Donner Downhill Lodge Project (Salix 2022), there are two drainages on the project site that are considered wetlands swales because they are vegetated with hydrophytic plants and carry only low water flows.

To address this potential impact of development on wetlands and waters of the US, there are several goals, polices and actions set forth in the General Plan that would reduce potential impacts to a less-than-significant level. Goal COS-4 calls for protection of areas of significant wildlife habitat and sensitive biological resources, which includes wetlands. Policy 4.4, in support of this goal, calls for preservation of aquatic and wetland areas through application of setbacks and other development standards. Policy 4.5 prohibits development within established setback areas for streams and waterways other than the Truckee River, except as otherwise allowed in the TMC.

Action A4.1 calls for cooperation with the CDFW and USFWS to prepare a comprehensive plan for the management and protection of sensitive biological resources such as wetlands.

The level of development, including building area, in the proposed project is consistent with that considered in the EIR. The circumstances of the project have not changed; the existing conditions at the project site are the same as those described in the EIR. No new impacts to the wetland are proposed. The proposed project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the EIR. No new impacts to wetlands would occur.

TMC Section 18.30.050 requires Minor Use Permit approval for any projects resulting in the disturbance of land or located within 200 feet of any wetland. As discussed in the Tahoe Donner Lodge Preliminary Drainage Report (Auerbach 2022), grading for the proposed project does not encroach on or disturb the aquatic resources or the 100- year flood limit for the eastern wetland swale. LRQWCB also reviewed the project and did not identify any concerns.

The proposed project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the EIR.

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

As stated in the Town of Truckee 2025 General Plan, wildlife movement corridors are another important component of the natural environment in Truckee. Areas of undisturbed, continuous vegetation provide wildlife movement corridors that are considered a sensitive resource within the Town of Truckee. These corridors are used by both local and migratory species of deer, bear, coyote, skunk, raccoon, mountain beaver, and Northern goshawk. Given the importance of these resources to wildlife in the Town of Truckee and the vicinity, the Conservation and Open Space Element has set forth several Goals, Policies and Actions to address potentially adverse impacts.

Conservation and Open Space Policy 4.1 requires the Town to provide for the integrity and continuity of wildlife movement corridors and support the permanent protection and restoration of these areas, particularly those identified as sensitive resources. Policy 4.2 calls for protection of sensitive wildlife habitat from destruction and intrusion by incompatible land uses where appropriate. The policy says that all efforts to protect sensitive habitats should consider sensitive habitat and movement corridors in the areas adjacent to development sites, as well as on the development site itself.

These polices would ensure that implementation of the 2025 General Plan would result in less-than-significant impacts to wildlife movement in Truckee or its vicinity.

Because the project site is largely fragmented due to existing development and roadways that bisect the project site and is surrounded by existing development, the suitability of the site as a migratory corridor or nursery site is low. The level of development, including area of disturbance, in the proposed project is consistent with that considered in the EIR. No changes in the amount of proposed development or the environmental or regulatory setting have occurred. Therefore, the project would have a less-than-significant impact on migratory corridors and nursery sites.

The analysis under the Truckee General Plan EIR remains accurate with respect to the proposed project, which would be developed on existing developed land in accordance with the provisions of the General Plan and would occur within the area previously evaluated. With implementation of Goals, Policies, Actions, and Uniformly Applied Development Standards the project's impacts would be less than significant and would be consistent with the analysis in the Truckee General Plan EIR. Therefore, the proposed project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the EIR.

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

The LRWQCB plan for the Lahontan Region (Basin Plan) contains a prohibition on discharges to the Truckee River, Little Truckee River, and its tributaries, including the rivers, tributaries and 100-year flood plain. As mentioned above, grading for the proposed project does not encroach on or disturb the aquatic resources or the 100- year flood limit for the eastern wetland swale. Additionally, the proposed project is also required to prepare and implement a Stormwater Pollution Prevention Program (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit requirements. The SWPPP would identify best management practices (BMPs) that are intended to prevent pollution from project construction activity from entering local waterways.

TMC Section 18.30.155 includes Tree Preservation standards that support preservation and protection of existing trees. The section specifically protects existing distinctive trees of 24-inch diameter at breast height (DBH) or greater unless retention of the tree(s) would unreasonably compromise the development of the land or would interfere with achieving other Town goals and objectives. This section also includes requirements to protect trees through a Tree Protection Plan that include identification of all trees and species on a site that are six inches DBH or greater requirements, fencing at the dripline or at the limits of grading, avoiding disturbance in driplines. The TMC also contains several provisions that affect riparian habitat and wetlands. Chapter 18.38 – Lake and River/Stream Corridor Development provides standards for development adjacent to Donner Lake, the Truckee River, and other significant streams throughout the Town to provide appropriate buffer areas. Section 18.46.040 of the Zoning Code's Open Space/Cluster Requirements chapter specifies that wetlands are environmentally sensitive areas that should be preserved.

The project site includes only one existing 34-inch DBH pine located to the south of the proposed building that is proposed to be retained. The project does not conflict with any local policies or ordinances protecting biological resources. Rather, policies and actions in the General Plan Update direct the Town to continue to implement ordinances that protect biological resources or amend ordinances to become more protective of these resources. Since the 2025 General Plan does not conflict with adopted ordinances and policies, and in fact includes policies and actions to support them, no impact would occur under implementation of the project.

The Truckee General Plan EIR evaluated development proposed in the project area and whether there would be a conflict with local policies or ordinances protecting biological resources resulting from the construction of operation of development. It was determined no impact would occur. As previously analyzed, the project site would not conflict with any local polices or ordinances protecting biological resources, and therefore, the proposed project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the EIR. No new impacts related to policies and ordinances protecting biological resources would occur.

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

As described under Impact Discussion 4.3-21 of the Biological Resources section of Town of Truckee 2025 General Plan EIR, there are no Habitat Conservation Plans or Natural Community Conservation Plans in effect for the project site. Further, the Town of Truckee does not have any locally established conservation plans in place nor have any plans been established for the Town of Truckee or its Sphere of Influence by the California Department of Fish and Game. As a result, no conflicts with such plans would occur through implementation of the project.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
V. CULTURAL RESOURCES – Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

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

The General Plan EIR found that development in areas containing buildings with historic significance, especially the downtown area, would have the potential to impact historical resources. Recognizing this concern, the Community Character Element of the General Plan includes Goal CC-18, which calls for the preservation and enhancement of the Town's historic and cultural resources. Policy P18.1 would require evaluation of impacts to historic resources for projects which involve substantial site disturbance, or

demolition or alteration of known historic building. This policy would apply to discretionary projects subject to CEQA, as well as ministerial projects with the potential to affect buildings that are 50 years older or more. It was determined that compliance with the General Plan would reduce impacts to historical resources to a less-than-significant level.

As defined by the CEQA Guidelines, a "historical resource" is considered to be a resource that is listed in or eligible for listing in the California Register of Historic Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Historical resources eligible for listing in the CRHR must meet one of the following criteria (CCR Section 4852(b)) and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance (CCR Section 4852(c)):

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Although the existing ski lodge building is older than 50 years, the building does not meet any of the above criteria. Additionally, the project site is not included in the Town's Historic Preservation Overlay District and is therefore not part of the Historic Resources and Architectural Inventory. The existing ski lodge was built in 1971 and has undergone upgrades and remodeling over the years. The proposed project would have no impact associated with the removal of historically significant properties and/or the integrity of such resources because the project site does not contain any historical resources, nor is it located near an identified historical resource; therefore, the potential to discover any historic-era resources is low. Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR determined that development allowed under the 2025 General Plan would involve construction activities that could result in the disturbance of undiscovered archaeological or paleontological resources during grading or other on-site excavation activities. Policies under Goal CC-19 would have the Town identify and protect archaeological and paleontological resources. As a safeguard, the Town would require proper archaeological or paleontological surveying, testing, research, documentation, monitoring and safe retrieval of archaeological and cultural resources, as part of the development review process (Community Character Policy P19.1). Furthermore, Community Character Policy P19.2 would require an archaeological survey by a qualified professional whenever there is evidence of an archaeological or paleontological site within a proposed project area, determined to be a high likelihood for occurrence of such sites, or where a project involves substantial site disturbance. These requirements are implemented through the TMC, Section 18.030.040.

Section 18.30.040 requires both of the following:

> A. General standard. In the event that archaeological or cultural resources are discovered during any construction, all construction activities shall cease within 200 feet of the find unless a lesser distance is approved by the Director, and the Department shall be notified so that the extent and location of discovered materials may be recorded in a written report prepared by a qualified archaeologist, and disposition of discovered materials may occur in compliance with State and Federal law. Construction shall not recommence until the Director authorizes construction to begin.
>
> B. Survey. The Director shall require a cultural resources field survey by a qualified professional, at the applicant's expense, where the project will involve areas of grading and/or the removal of natural vegetation totaling one acre or larger or where the project will involve the disturbance of ground in the -HP overlay district. The Director may require a cultural resources field survey on smaller sites for a Zoning Clearance, Development Permit, Minor Use Permit, Use Permit, Planned Development or Tentative Map where there is the potential for cultural resources to be located on the project site. Compliance with the General Plan would result in less-than-significant impacts to archaeological resources.

Although the total site is over 1 acre, the site has already been disturbed, and is partially occupied by the existing ski lodge and ski hill operations. It is unlikely that project construction would unearth any subsurface archaeological resources. However, if any archaeological resources are discovered, then proper testing, documentation, monitoring, and retrieval would be required. Compliance with the General Plan and TMC would ensure that the proposed project's impacts would not result in new or substantially more severe impacts than identified in the General Plan EIR.

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

The General Plan EIR determined that development under the General Plan would involve construction activities that may disturb human remains. Regarding potential disturbance of sacred native burials during development, General Plan Community Character Policy P19.3 requires consultation with representatives of the Native American community whenever necessary to ensure the respectful treatment of Native American sacred places. It was determined that compliance with General Plan policies would result in less-than-significant impacts to human remains.

The proposed project would comply with General Plan Community Character Policy P19.3 regarding the disturbance of native burial sites. Additionally, the project would be subject federal and state regulations regarding the discovery of human remains, specifically California Health Safety Code Section 7050.5 and Public Resources Code Section 5097.98. Therefore, the proposed project's impacts would be less than significant and would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

3.6 Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
VI. Energy – Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

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

The General Plan EIR did not make a determination if consumption of energy would be a potentially significant impact because energy was not included as a topic in Appendix G of the CEQA Guidelines at the time. However, the EIR does note that General Plan Goal COS-14, and supporting policies P14.3, P14.4, and P14.5, would promote conservation and reduce the consumption of energy.

The project includes the replacement of the existing 15,838 SF downhill ski lodge with a new 24,490 SF structure. The one-time construction energy demand and the operational net change in energy demand are evaluated below.

Construction

Energy use during project construction (including demolition) associated with the ski lodge would primarily occur in association with fuel use by vehicles and other equipment to conduct construction activities.

Electricity

The electricity demand at any given time would vary throughout the project construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. The electricity used for construction activities would be temporary and minimal; it would be within the supply and infrastructure service capabilities of Truckee Donner Public Utility District (TDPUD) and it would not require additional local or regional capacity. The electricity demand during construction is anticipated to be minimal because the project would be built during a temporary 15-month construction duration and construction activities would cease upon completion. The electricity used for project construction activities would be temporary and minimal.

Natural Gas

Natural gas is not anticipated to be required during project construction. Peak energy demand specifically applies to electricity; because natural gas (and petroleum) are liquid, these energy resources do not have the same constraints as electricity supply. Nonetheless, if any natural gas is needed, it would be sufficiently served by existing supply from Southwest Gas and would not require additional local or regional capacity. Any minor amounts of natural gas that may be consumed as a result of construction would be temporary and negligible and would not have an adverse effect.[2]

Petroleum

Off-road equipment used during construction of the project would primarily rely on diesel fuel, as would vendor trucks involved in delivery of materials to the project site, haul trucks exporting demolition material, and haul trucks importing or exporting soil, and other materials to and from the project site. In addition, construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel in gasoline-powered light-duty vehicles, based on the regional average commute length.

The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks and the estimated gasoline fuel usage from worker vehicles are shown in Table 6. Appendix A lists the assumed equipment usage and vehicle trips.

Table 6. Total Proposed Project Construction Petroleum Demand

Project	Off-Road Equipment (Diesel)	Haul Trucks (Diesel)	Vendor Trucks (Diesel)	Worker Vehicles (Gasoline)
	Gallons			
Total Petroleum Demand	28,413	1,597	1,135	1,205

Source: Appendix A.
Notes: Subtotals and totals may not sum due to rounding.

In summary, construction associated with the development of the proposed project is estimated to consume a total of approximately 1,205 gallons of gasoline and 31,145 gallons of diesel. Notably, the project would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Overall, the project would not be unusual as compared to

[2] While no natural gas is anticipated to be used during construction because construction equipment is typically diesel fueled, the possibility of natural gas use is acknowledged in the event a natural-gas-fueled piece of equipment is used. However, as noted previously, all equipment was assumed to be diesel fueled in CalEEMod.

overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy efficient than at comparable construction sites in the region or state.

Therefore, because petroleum use during construction would be temporary and would not be wasteful or inefficient, impacts would be less than significant.

Operations

Electricity

Project operation would require electricity for multiple purposes including, but not limited to, building heating, ventilation, and air conditioning (HVAC), lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. CalEEMod was used to estimate the project electricity uses (see Appendix A for calculations). Default electricity generation rates in CalEEMod were used based on the proposed land use and climate zone.

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The project would meet the 2019 California Building Energy Efficiency Standards (24 CCR, Part 6) at a minimum and it is anticipated that the project would be subject to the 2022 Title 24 code. The project's operational energy emissions were assumed to meet the 2019 Title 24 Standards, the default assumptions in CalEEMod Version 2020.4.0. According to these estimates, the buildout of the project would consume approximately 550,671 kWh per year. The existing ski lodge would consume approximately 144,936 kWh per year. As such, upon project implementation, electricity demand at the project site would increase by 405,735 kWh per year. The increase in electricity use at the project site is due to the increase in square footage. Notably, the proposed project would include the replacement of the older ski lodge which would be less energy efficient compared with the newer facilities proposed.

For these reasons, electricity consumption of the project would not be considered inefficient, wasteful, or unnecessary, and impacts would be less than significant.

Natural Gas

Natural gas consumption during operation would be required for various purposes, including, but not limited to, building heating and cooling.

Default natural gas generation rates in CalEEMod for the proposed land use and climate zone were used and adjusted based on compliance with 2019 Title 24 for restaurant and office uses (see Appendix A for calculations). According to these estimations, the proposed project would consume approximately 1,861,824 thousand British thermal units (kBTU) per year. The existing uses natural gas consumption was estimated to be approximately 346,219 kBTU. As such, upon project implementation, natural gas demand at the project site would increase by approximately 1,515,605 kBTU per year.

Although natural gas consumption would increase due to the implementation of the proposed project, the building envelope; heating, ventilation, and air conditioning; lighting; and other systems shall be designed to maximize energy performance. The proposed project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to the proposed project under the California Green Building

Standards Code. Prior to proposed project approval, the proposed project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. For these reasons, the natural gas consumption of the proposed project would not be considered inefficient or wasteful, and impacts would be less than significant.

Petroleum

As previously discussed, because the project is not proposing to increase use at the ski area or increase traffic within the project area, mobile emissions and petroleum consumption, due to the replacement of existing buildings were not quantified.

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

The proposed project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6) 2019 standards, but would likely be subject to the 2022 Title 24 standards. Part 6 of Title 24 establishes energy efficiency standards for non-residential buildings constructed in California in order to reduce energy demand and consumption. Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards Code. Because the project would comply with the existing energy standards and regulations, the project would result in a less than significant impact associated with the potential to conflict with energy standards and regulations.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
VII. GEOLOGY AND SOILS – Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

The General Plan EIR found that buildout of the General Plan would have no impact regarding fault rupture hazards because the Town is not located within an Alquist-Priolo fault rupture hazard zone and there are no known active surface fault ruptures. The proposed project would therefore not be located in an area subject to earthquake fault ruptures. The proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

The General Plan EIR determined that faults just outside of the Town boundary are capable of generating earthquakes of significant magnitude, potentially producing ground shaking in the Town of Truckee. Recognizing that there is still a risk to the Town from primary and secondary seismic hazards, the Safety Element in the 2025 General Plan includes several policies and actions intended to minimize this risk. For example, Safety Element Policy P1.2 encourages the retrofitting of structures, particularly older buildings, to withstand earthquake shaking and landslides, and adhering to design and engineering techniques that minimize the risk of damage from seismic events and land sliding. Furthermore, Safety Element Policy P1.3 requires that soils reports be completed for new development in areas where geologic risks are known to exist and that these reports include recommendations for appropriate engineering and other measures to address identified seismic risks. As a result of the polices and actions included in the 2025 General Plan, the potential impacts associated with seismic hazards would be reduced to a less than significant level.

In accordance with General Plan policies, the proposed project would be built to withstand seismic ground shaking and secondary seismic hazards by complying with all state seismic and building standards and building code requirements for building material and reinforcement. Additionally, a Geotechnical Engineering Report was prepared for the project (NV5 2021). No liquefaction or landslide hazards were observed in the project area. Due to the previously graded nature of the site and general competent nature of site soil, the potential for slope instability is considered low. The Geotechnical Report includes recommendations for earthwork, structural improvement and seismic design criteria. The proposed project would comply with relevant building standards and recommendations in the Geotechnical Report, which would ensure that project buildings are designed to resist stresses produced by earthquakes. Therefore, the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR acknowledges that soils are especially susceptible to erosion when exposed as a result of construction activities such as clearing and grading. It was determined that policies contained in the 2025 General Plan Safety Element would ensure that hazards associated with soil conditions would reduce impacts to a less-than-significant level. For example, Policies P1.1 and P1.3 of the Safety Element require consideration of the location of new residential development in relation to steep slopes and areas of unstable soils and that soils reports be completed for new development in areas where geologic risks are known to exist.

According to the Geotechnical Report, project site soils predominantly consist of loose to very dense silty sand with varying amounts of gravel, cobbles, and boulders (NV5 2021). The proposed project would comply with building code requirements for erosion control and site-specific geotechnical engineering recommendations included in the Geotechnical Report. Recommendations in the Geotechnical Report include re-vegetating or armoring all cut/fill slopes to reduce erosion potential. Compliance with these recommendations would ensure that the proposed project would not result in substantial soil erosion or

loss of topsoil. Therefore, the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

As previously discussed, the General Plan EIR determined that there is a risk to the Town from secondary seismic hazards such as landslides and liquefaction. The Safety Element in the 2025 General Plan includes several policies and actions intended to minimize these risks. For example, Safety Element Policy P1.3 requires that soils reports be completed for new development in areas where geologic risks are known to exist and that these reports include recommendations for appropriate engineering and other measures to address identified seismic risks. It was determined that compliance with General Plan goals and policies would reduce impacts to a less-than-significant level.

According to the Geotechnical Report, no landslides, debris flows or rockfall hazards were observed in the project area. Due to the previously graded nature of the site and general competent nature of site soil, the potential for slope instability is considered low. The soils were also determined to have a low potential for liquefaction. Since it is anticipated that there is a low potential for liquefaction of soil at the site, the potential for lateral spreading to occur is also considered low. Therefore, the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that since all of the soils in the Truckee area are mainly comprised of sand, they pose a very low risk of expansion and impacts would be less than significant. The Geotechnical Report determined that there are no potentially expansive soils at the site. Therefore, the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The proposed project would not include septic tanks or alternative wastewater disposal systems and would tie into the Truckee's sanitary sewer system. Therefore, the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that the construction activities could result in the disturbance of undiscovered paleontological resources during grading or other on-site excavation activities. However, it was found that this impact could be mitigated by General Plan policies that require proper paleontological testing, research, and documentation (Community Character Policy P19.1) and surveying by a qualified

professional (Community Character Policy P19.2) whenever there is evidence of an archaeological or paleontological site within a proposed project area, is determined to be a high likelihood for occurrence of such sites, or where a project involves substantial site disturbance. The compliance with General Plan policies would ensure that buildout of the 2025 General Plan would result in less-than-significant impacts to paleontological resources.

As previously discussed above under 3.5, Cultural Resources, the proposed project would comply with General Plan Policies P19.1 and P19.2 of the Community Character Element. The site has already been disturbed and is partially occupied by the existing ski lodge. It is unlikely that project construction would unearth any subsurface archaeological resources. However, If any archaeological resources are discovered, then proper testing, documentation, monitoring, and retrieval would be required. Compliance with the General Plan would ensure that the proposed project's impacts would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
VIII. GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

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

The General Plan 2025 EIR did not include an analysis of climate change or quantify greenhouse gas (GHG) emissions related to implementation of the General Plan 2025 because GHGs were not included as a topic in Appendix G of the CEQA Guidelines at the time. The courts have examined the issue of using prior EIRs which did not expressly analyze GHG emissions or climate change and determined that climate change does not constitute "new information" within the meaning of Guidelines Section 15162, as the science of climate change has been understood for some time (see *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515). Not including such analysis in the prior EIR was a choice that could have been challenged at the time the EIR was certified, and its lack of inclusion does not invalidate the use of that EIR.

Therefore, this discussion is limited to the conditions of using Guidelines Section 15183 to evaluate the proposed project, and specifically if there are peculiar conditions related to the project or project site that would require us to reconsider the impacts of GHG emissions. GHG emissions for the project are quantified for disclosure purposes and are analyzed within the context of whether or not such emissions would be peculiar compared to the expected implementation of the 2025 General Plan.

At this time, neither the NSAQMD nor the Town has adopted numerical thresholds of significance for GHG emissions that would apply to the project. The NSAQMD, however, recommends that all projects subject to CEQA review be considered in the context of GHG emissions and climate change impacts, and that CEQA documents include a quantification of GHG emissions from all project sources, as well as minimize and mitigate GHG emissions as feasible. The project would generate GHG emissions through short-term construction activities and long-term operational activities.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The Governor's Office of Planning and Research (OPR) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended a method for setting a threshold for proposed development-level analysis.

In light of the lack of established GHG emissions thresholds that would apply to the project, CEQA allows lead agencies to identify thresholds of significance applicable to a project that are supported by substantial evidence. Substantial evidence is defined in the CEQA statute to mean "facts, reasonable assumptions predicated on facts, and expert opinion supported by facts" (14 CCR 15384(b)).[3] Substantial evidence can be in the form of technical studies, agency staff reports or opinions, expert opinions supported by facts, and prior CEQA assessments and planning documents. Therefore, to establish additional context in which to consider the order of magnitude of the project's GHG emissions, this analysis accounts for the following considerations by other government agencies and associations about what levels of GHG emissions constitute a cumulatively considerable incremental contribution to climate change:

- The Sacramento Metropolitan Air Quality Management District (SMAQMD) established thresholds, including 1,100 MT CO_2e per year for the construction phase of land use development projects, and identifies operational measures that should be applied to a project to demonstrate consistency. Furthermore, all projects must implement Tier 1 BMPs to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 BMPs, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 MT CO_2e per year) (SMAQMD 2020).
- The Placer County Air Pollution Control District (PCAPCD) recommends a tiered approach to determine if a project's GHG emissions would result in a significant impact. First, project GHG emissions are compared to the de minimis level of 1,100 MT CO_2e per year. If a project does not exceed this threshold, it does not have significant GHG emissions. If the project exceeds the de

[3] 14 CCR 15384 provides the following discussion: "Substantial evidence" as used in the Guidelines is the same as the standard of review used by courts in reviewing agency decisions. Some cases suggest that a higher standard, the so called "fair argument standard" applies when a court is reviewing an agency's decision whether or not to prepare an EIR. Public Resources Code section 21082.2 was amended in 1993 (Chapter 1131) to provide that substantial evidence shall include "facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." The statute further provides that "argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence."

minimis level and does not exceed the 10,000 MT CO_2e per year bright line threshold, then the project's GHG emissions can be compared to the efficiency thresholds. These thresholds are 4.5 MT CO_2e per-capita for residential projects in an urban area, and 5.5 MT CO_2e per-capita for residential projects in a rural area. For nonresidential development, the thresholds are 26.5 MT CO_2e per 1,000 square feet for projects in urban areas, and 27.3 MT CO_2e per 1,000 square feet for projects in rural areas. The PCAPCD bright-line GHG threshold of 10,000 MT CO_2e per year is also applied to land use projects' construction phase and stationary source projects' construction and operational phases. Generally, GHG emissions from a project that exceed 10,000 MT CO_2e per year would be deemed to have a cumulatively considerable contribution to global climate change (PCAPCD 2017).

- The Bay Area Air Quality Management District (BAAQMD) identifies operational measures that should be applied to all projects in order to not have cumulatively considerable GHG emissions. Projects are to comply with either several options which would result in a less than cumulatively considerable contribution and no further action would be required (BAAQMD 2022). Projects must include, at a minimum, no natural gas appliances or natural gas plumbing (in both residential and nonresidential development). Furthermore, transportation related measures would include including electric vehicle charging in compliance with CALGreen Tier 2 and achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15%) or meet a locally adopted Senate Bill (SB) 743 VMT target.
- CAPCOA's 900 MT CO_2e per year threshold was developed to meet the target identified by AB 32 of reducing emissions to 1990 levels by year 2020. Subsequent to CAPCOA identifying the 900 MT CO_2e per year threshold, SB 32 was passed and set a revised statewide reduction target to reduce emissions to 40% below 1990 levels by year 2030. Though the CAPCOA threshold does not consider the reduction targets set by SB 32, the CAPCOA threshold was developed with an aggressive project-level GHG emission capture rate of 90%. Due to the aggressive GHG emission capture rate, the CAPCOA threshold has been determined to be a viable threshold to reduce project GHG emissions and meet SB 32 targets beyond 2020.

As described above, the CO_2e per year screening level threshold is required to implement feasible on-site mitigation measures to reduce their impacts on climate change. Projects that meet or fall below CAPCOA's screening level threshold of 900 MT CO_2e per year of GHG emissions (the strictest applicable threshold) require no further analysis and are not required to implement mitigation measures to reduce GHG emissions. As such, the CAPCOA threshold of 900 MT CO_2e per year is used to assess whether or not the project would have an impact that would be considered peculiar to the project or the site.

Construction Emissions

Construction of the proposed project would result in GHG emissions which are primarily associated with use of off-road construction equipment and on-road vehicles (haul trucks, vendor trucks, and worker vehicles). CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3. On-site sources of GHG emissions would include off-road equipment and off-site sources including haul trucks, vendor trucks, and worker vehicles.

The estimated GHG emissions from construction was estimated to be approximately 330 MT CO_2e for over the 15-month construction duration. Because neither the NSAQMD nor the Town have established a threshold of significance for construction-related GHG emissions, the significance of the project's GHG construction emissions is not further evaluated. As with project-generated construction criteria air pollutant

emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Therefore, impacts would be less than significant.

Operational Emissions

Operation of the project would generate GHG emissions through landscape maintenance equipment operation; energy use (natural gas and generation of electricity consumed by the project); solid waste disposal; generation of electricity associated with water supply, treatment, distribution and wastewater treatment, and testing of the emergency generator. Notably, because the project is not proposing to increase use at the ski area or increase traffic within the project area, mobile emissions due to the replacement of existing buildings were not quantified. The estimated existing and operational project-generated GHG emissions from area sources, energy usage, solid waste generation, water usage and wastewater generation, and the emergency generator are shown in Table 7. For the proposed project evaluation, the expansion in building area is classified as restaurant space (since CalEEMod does not include a ski lodge use). The restaurant use is a more intense use with higher greenhouse gas emissions. Therefore, the estimates provided in Table 7 are more conservative than the anticipated emissions from the proposed use.

Table 7. Estimated Annual Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Existing Ski Lodge				
Area	<0.01	0.00	0.00	<0.01
Energy	31.52	<0.01	<0.01	31.76
Waste	1.22	0.07	0.00	3.03
Water	0.24	0.01	<0.01	0.53
			Total	**35.32**
Proposed Project				
Area	<0.01	0.00	0.00	<0.01
Energy	141.46	0.01	<0.01	142.47
Waste	4.57	0.27	0.00	11.33
Water	5.49	0.20	<0.01	11.96
Emergency Generator	25.51	<0.01	0.00	25.60
			Total	**191.36**
Net Change in Emissions				
			Net Change (Project – Existing)	**156.04**
			GHG Threshold	*900*
			Significant (Yes/No)?	No

Source: Appendix A.
Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent; <0.01 = reported value less than 0.01.

As shown in Table 7, the project would not exceed the applied threshold of 900 MT CO_2e per year during operations. This impact would be **less than significant**.

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

The Town of Truckee is developing a climate action plan in conjunction with the ongoing general plan update, known as the 2040 General Plan. However, this plan has not been adopted and is not applicable to the proposed project. Nevada County has an Energy Action Plan, adopted in 2019. However, this plan does not apply to development within the Town. Therefore, we discuss the project in comparison to state policy plans and goals, below.

Project Consistency with the Scoping Plan

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017, with the 2022 Scoping Plan in effect in 2023) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects or cities/counties (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions), nor is it intended to be used for project-level evaluations. Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions and new regulations adopted by the state agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down.

The project is required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of Assembly Bill (AB) 32 and SB 32, and in the future per AB 1279. For example, the project will be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits which would help reduce GHG emissions and therefore, help achieve GHG reduction goals. Therefore, implementation of the project would not obstruct implementation of the CARB Scoping Plan.

Project Potential to Conflict with SB 32, AB 1279, and EO S-3-05

EO S-3-05 identified the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. AB 1279 establishes a policy of the state to achieve net zero GHG emissions no later than 2045 and for statewide anthropogenic GHG emissions to be reduced to at least 85% below 1990 levels by 2045.

Each Scoping Plan builds upon the successful framework established by the initial Scoping Plan and subsequent updates, while also identifying new, technologically feasible, and cost-effective strategies to ensure that California meets increasingly stringent GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment

and public health, including in disadvantaged communities. The Scoping Plan updates have continued to express optimism in meeting future year targets of 2050 and 2030, as evaluated in the 2014 and 2017 Scoping Plans (respectively), and most recently, the 2045 goal addressed in the Draft 2022 Scoping Plan under EO B-55-18, which AB 1279 codified and expanded on.

While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasted in the 2014 Scoping Plan that compliance with the current Scoping Plan would put the state on a trajectory of meeting the long-term 2050 GHG goals, although the specific path to compliance was unknown at the time (CARB 2014). The 2017 Scoping Plan outlined a strategy to achieve the 2030 GHG reduction target. The proposed scenario in the draft 2022 Scoping Plan lays out a path not just to carbon neutrality by 2045, but also to the 2030 GHG emissions reduction target (CARB 2022). The modeling indicates that, if the plan described in the proposed scenario is fully implemented, and done so on schedule, the state is on track to reduce its emissions to 260 MMT CO_2e by 2030 (CARB 2022).

The proposed project would not impede the attainment of the GHG reduction goals for 2030, 2045, or 2050 identified in SB 32, AB 1279, and EO S-3-05, respectively. As discussed above, total net project emissions (after subtracting emissions associated with the existing ski lodge) would be a minimal increase of 156 MT CO_2e per year. Therefore, the project's impact associated with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be less than significant.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒	☐

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

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

The General Plan EIR found that an increase in development under the General Plan could result in more hazardous materials being used, stored, transported through, and discarded within Truckee, which would increase the potential risk associated with hazardous materials and waste. The increase in use and transport of hazardous materials would also increase the potential for hazardous materials accidents such as spills. Although accidents involving hazardous materials cannot be completely avoided, the threat of accidents is maintained at a less than significant level by existing federal, State, County and local regulations that direct the production, use, emissions, and transportation of hazardous materials. For example, the transport of hazardous materials by truck and rail is regulated by Caltrans and the California Environmental Protection Agency (Cal EPA) is responsible for implementing federal hazardous materials laws and regulations. Nevada County and the Town of Truckee also have adopted Emergency Operations Plans (EOP) that plan for response to potential hazardous materials incidents in the region. The General Plan EIR determined that by following federally- and State-mandated guidelines for the handling of

hazardous materials, the risk associated with the potential for release of hazardous materials into the environment would be less than significant.

The proposed project would require the transport and use of some hazardous materials for construction and operation, including gasoline and paints. As a result, the proposed project could result in potentially adverse impacts to people and the environment as a result of hazardous materials being accidentally released into the environment. However, the proposed project would be required to operate in compliance with all with applicable federal, State, and local requirements regarding hazardous materials and waste, such as those regulated by Caltrans and Cal EPA. With consideration of the above factors, the project would not result in any peculiar effects and would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that compliance with federal, State, and local laws would ensure that hazardous material use, emission and transportation are controlled to a safe level such that risks to schools would be less than significant. The closest school to the proposed project site is Truckee High School, approximately 2.8 miles southeast. The proposed project would not be within 0.25 miles of a school but would comply with all applicable regulations regarding the handling of hazardous materials. Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

d) Would the project be located on a site that 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?

According to the General Plan EIR, there are no Superfund or other hazardous materials sites in the Town of Truckee that require action by the Department of Toxic Substances Control (DTSC). As a result, it was determined that there would be a less-than-significant impact associated with hazardous materials sites. A search of the DTSC EnviroStor database shows that there are no cleanup sites near the proposed project site (DTSC 2023). The closest sites are more than 3.0 miles southwest of the project site and would have no effect on the proposed project. Accordingly, the proposed project site would not be located on a hazardous materials site. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The General Plan EIR determined that implementation of the 2025 General Plan would result in development within two miles of the Truckee-Tahoe Airport. As a result, there would be potential impacts related to airports or airstrip safety. However, Goal SAF-6 of the Safety Element would minimize risks associated with operations at the Truckee Tahoe Airport. Safety Policy 6.1 in support of this goal is to maintain land use and development patterns in the vicinity of the airport that are consistent with the adopted Comprehensive Land Use Plan, which includes setbacks and height requirements to protect public safety. Safety Action A6.1, also in support of this goal, is to amend the TMC to reflect revised safety areas

established in the airport's adopted Comprehensive Land Use Plan. As a result of these policies, it was determined that implementation of the General Plan would result in a less-than-significant impact regarding airport hazards.

The proposed project site is located 6.0 miles northwest of the Truckee-Tahoe Airport (the closest airport to the site). The project would not be located within two miles of an airport and is not included within the airport land use compatibility plan (Truckee Tahoe ALUC 2016). Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that buildout of the 2025 General Plan could result in new development and population growth, which could affect the implementation of adopted emergency response and evacuations plans during disasters. Recognizing the need to plan for adequate emergency response to protect existing and future development, the General Plan Safety Element includes Policies P7.1 and P7.2 that call for identification of appropriate emergency access routes through the Town when I-80 is closed because of weather. Policies also support the Truckee Fire Protection District, Nevada County Office of Emergency Services, and other agencies in their efforts to educate the public about emergency preparedness and response. Altogether, it was determined that proposed General Plan policies would reduce the potential impact to a less-than-significant level.

The proposed project would involve changes to the circulation of the site, such as a new circular shuttle drop-off area on Slalom Way. However, these changes would not impair or interfere with emergency response or evacuation. The proposed project would comply with General Plan policies for identification of appropriate emergency access routes and would be required to submit project plans for review and approval to ensure that emergency access is sufficient at the site. The proposed project would comply with California Fire Code requirements for emergency access which would ensure that the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. No mitigation measures are required and the criteria for requiring further CEQA review are not met.

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

According to the California Department of Forestry and Fire Protection (CAL FIRE), the Town contains areas within very high fire hazard severity zones (CAL FIRE 2022). The General Plan includes policies for protection from wildland fires. For example, Safety Policy P4.3 calls for promotion of fire hazard reduction through activities such as identifying and implementing opportunities for fuel breaks in very high fire hazard severity zones and ensuring that fire breaks are provided where necessary and appropriate. Safety Policy P4.4 is to require new development to incorporate adequate emergency water flow, emergency vehicle access and evacuation routes. Safety Policy P4.7 is to ensure that the development review process addresses wildland fire risk, including assessment of both construction- and project-related fire risks, particularly in areas of the Town most susceptible to fire hazards. The General Plan EIR determined that compliance with these General Plan policies, which are aimed at minimizing loss of life and property from wildfires, would reduce potential impacts to a less-than-significant level.

The project site itself is not mapped within the very fire hazard severity zone but adjacent areas to the north, west, and south are in the zone within a state responsibility area (SRA). The proposed project is a replacement building that would be constructed consistent with California Fire Code requirements for emergency access and fire prevention and would comply with the aforementioned General Plan policies. Fire hazard reduction would be implemented and the project would incorporate adequate emergency water flow and access in the event of wildland fire emergencies. For these reasons, the proposed project would not result in new or more severe impacts disclosed in the General Plan EIR. No additional analysis is required.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
X. HYDROLOGY AND WATER QUALITY – Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☐

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

The General Plan EIR found that development under the 2025 General Plan would increase the possibility of additional urban and construction-related runoff which could impact water quality. To minimize the increase of erosion and runoff pollutants, the TMC contains specific requirements related to Best Management Practices (BMPs) and other approaches designed to minimize erosion and runoff during construction and operation of new development or redevelopment. Chapter 18.30 of the code regulates drainage and storm water runoff by requiring preparation of drainage and erosion control plans as part of the building permit application process. The General Plan also includes goals and policies to control general erosion and runoff pollution. Conservation and Open Space Element Goal 11 states that water quality and quantity in creeks, lakes, natural drainages, and groundwater basins should be protected. A number of policies and actions under this goal address erosion control and water quality protection in Truckee's waterways, such as Conservation and Open Space Policy 11.1, which requires minimizing excessive paving that negatively impacts groundwater recharge rates, and Conservation and Open Space Policy 11.2, which protects surface and groundwater resources from contamination through implementation of BMPs. The General Plan EIR determined that compliance with these requirements and General Plan policies would ensure that impacts to water quality would be less than significant.

During the preliminary geotechnical investigation that was conducted for the proposed project, shallow groundwater was encountered at depths ranging from 6 to 10 feet below ground surface (GEI 2022). If dewatering is required in order to complete construction of subsurface improvements (i.e. foundations and/or utilities), discharge of pumped shallow groundwater could cause erosion or transport of sedimentation that adversely affects receiving waters, unless managed appropriately. Mitigation Measure HYD-1 would require a dewatering plan that would ensure that any dewatering is conducted in a manner that is protective of water quality.

The project site is currently developed with an existing ski lodge. There is an unnamed drainage feature to the east of the current and proposed lodge building and Alder Creek off site to the northwest. The Preliminary Drainage Report addresses pre- and post-project stormwater runoff and stormwater quality, and determined that this feature would not be adversely affected (Auerbach 2022). The Lahontan Regional Water Quality Control Board (LRWQCB), in reviewing the project, determined that as long as existing winter travel paths (ski trails) were not used or maintained during the non-winter period, this feature would not be

impacted. Alder Creek is located off site and greater than 200 feet away from the project and no construction activities are proposed within or near the creek.

The proposed project would involve construction of a new replacement ski lodge which would have a site coverage of 30%. The project would comply with the TMC and General Plan goals and policies to reduce potential impacts on water quality. Furthermore, the proposed project would disturb more than one acre and thus would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The SWPPP would identify BMPs that are intended to prevent erosion during construction activity to avoid contributing sediment into local waterways. An initial temporary erosion and control plan was also prepared for the project and was submitted to the Town for review. With consideration of the above implementation of MM-HYD-1 would ensure that impacts would be less-than-significant.

MM-HYD-1 **Dewatering Plan.** Prior to issuance of a building permit, a California licensed Geotechnical Engineer or Engineering Geologist shall prepare and submit a draft Dewatering Contingency Plan for any dewatering activities that may be required during construction activities. The Dewatering Contingency Plan shall prioritize gravity flow techniques prior to use of pumping techniques and include best management practices (BMPs) for the management of any discharge water. The required BMPs shall be consistent with the California Stormwater Quality Association Construction BMP Handbook for Dewatering Activities and include appropriate BMPs such as sediment basins or holding tanks, energy dissipators, and/or sediment traps. No ground disturbance activity shall occur prior to approval of the final Dewatering Contingency Plan by the Town of Truckee and Lahontan Regional Water Quality Control Board.

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

The General Plan EIR determined that Martis Valley Groundwater Basin, which is the source of water supply for the Town of Truckee, has sufficient water supplies for the General Plan buildout. A sustainable yield of 24,000 acre-feet per year (AFY) would serve the buildout of the General Plan even if no recharge occurred, however since recharge does occur, actual water supplies would be available beyond the 20-year horizon that was evaluated. In addition, the basin is considered by the California Department of Water Resources as a very low priority basin and is not required to comply with the Sustainable Groundwater Management Act (GEI 2022). Even over the 2020 and 2021 water years, which were characterized by relatively dry conditions, average annual pumping was approximately 7,400 AFY, still well below the sustainable yield for the basin (GEI 2022). General Plan policies would also mitigate impacts to groundwater with measures that encourage continued recharge. This includes Conservation and Open Space Policy P11.1, which requires minimizing excessive paving that negatively impacts groundwater recharge rates.

The proposed project would result in a site coverage of 30%, lower than the 40% allowed by the TMC, with completion of the Lot Line Adjustment. With the project site already being developed with an existing ski lodge, development of the proposed project is anticipated to have a negligible effect on groundwater recharge compared to current conditions.

Project construction may require dewatering for completion of below grade construction (e.g., foundations and/or utilities), if shallow groundwater conditions are encountered. According to the Geotechnical

Investigation prepared for the project site, groundwater was encountered at depths of 6 to 10 feet below ground surface. However, any construction dewatering would be temporary and would allow for much of the water to return through infiltration in a drainage channel. The proposed project would also comply with the TMC and relevant General Plan policies, ensuring that the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

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

As previously discussed, the Town requires an erosion protection plan for all new building construction and grading activity within the Town limits. Erosion protection plans must depict erosion protection measures to be installed on disturbed areas to prevent sediment from being mobilized and transported into nearby watercourses. The General Plan EIR determined that implementation of General Plan policies in concert with the Town's development standards and requirements would reduce the potential for impacts associated with erosion and siltation to a less-than-significant level.

The project would comply with the TMC and General Plan goals and policies to reduce potential impacts on erosion. The proposed project is also required to prepare and implement a SWPPP in accordance with NPDES Construction General Permit requirements. The SWPPP would identify BMPs that are intended to prevent erosion during construction activity to avoid contributing sediment into local waterways. An initial temporary erosion and control plan was also prepared for the project, depicting erosion protection measures to be installed. The Preliminary Drainage Report also addresses runoff and erosion from the proposed project (Auerbach 2022). With consideration of the above, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that regulations in the TMC and policies in the General Plan would ensure the effective management of surface runoff. For example, General Plan Safety Element Policy P2.3 requires that storm water drainage systems be incorporated into development projects to effectively control the rate and amount of runoff, preventing increases in downstream flooding potential. Given existing provisions by the Town of Truckee and implementation of the Truckee 2025 General Plan policies and actions, the potential for impacts associated with flooding are reduced to a less-than-significant level.

As previously discussed, a Preliminary Drainage Report was prepared for the proposed project that addresses stormwater runoff from the project (Auerbach 2022). The report determined that post-project runoff would be equal to or less than pre-project condition as analyzed using 10- and 100-year design storm events. The project would also comply with the TMC and policies in the General Plan for the management of surface runoff, decreasing the potential for on- or off-site flooding. Therefore, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

See responses under 3.10(c)(i) and 3.10(c)(ii).

iv) Impede or redirect flood flows?

The General Plan has several policies and actions that address the reduction of flood hazards in the Truckee area. Safety Element Policy P2.1 states that the Town of Truckee should continue to work with appropriate local, State and federal agencies (particularly FEMA) to maintain the most current flood hazard and floodplain information and use it as a basis for project review and to guide development in accordance with federal, State and local standards. Safety Element Policy P2.4 discourages development within the Truckee River floodplain and adjacent to other waterways to minimize risks associated with flooding. The General Plan EIR determined that compliance with General Plan policies would ensure that development under the General Plan would result in less-than-significant impacts.

As previously discussed, a Preliminary Drainage Report was prepared for the proposed project (Auerbach 2022). The report found that the project would not disturb drainage within the 100-year floodplain. The proposed project would be in compliance with General Plan policies and would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

See response under 3.10(c)(iv) for a discussion of flood hazards. The General Plan EIR determined that the risk of seiches and tsunamis in the Town are low due to relatively low levels of seismic activity locally and the Town's inland location. Therefore, impacts would be less than significant. Accordingly, the proposed project would not result in new or more severe impacts than what was previously disclosed in the General Plan EIR. No additional analysis is required.

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

The General Plan EIR did not analyze General Plan consistency with a water quality control plan or sustainable groundwater management plan. The LRWQCB published a Water Quality Control Plan (Basin Plan) in 1995 that has been amended as recently as September 2021 (LRWQB 2021). The Basin Plan implements a number of state and federal laws, such as the federal Clean Water Act and the State Porter-Cologne Water Quality Control Act. The Northstar Community Services District, Placer County Water Agency, and Truckee Donner Public Utility District published the Martis Valley Groundwater Management Plan in April 2013 (Brown and Caldwell 2013), however the groundwater basin is considered by DWR to be a very low priority basin that is not required to implement a Groundwater Sustainability Plan.

As previously discussed, the proposed project would have less-than-significant impacts on water quality and groundwater management. The project would comply with the TMC and General Plan goals and policies to reduce potential impacts on water quality. The proposed project would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) in accordance with applicable federal and

state requirements, which would identify BMPs to prevent erosion during construction activity to avoid contributing sediment into local waterways. An initial temporary erosion and control plan was prepared for the project and a Preliminary Drainage Report was prepared in December 2022 which addresses pre- and post-project stormwater runoff and stormwater quality planning for the project (Auerbach 2022). As the project site is already developed with an existing ski lodge, development of the proposed project is not anticipated to substantially decrease groundwater supplies of interfere with groundwater recharge to a larger extent than current conditions. Therefore, the project would not interfere with any adopted water quality control plans or sustainable groundwater management plans. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XI. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☒

a) Would the project physically divide an established community?

The 2025 General Plan set forth a combination of goals, policies, and actions to foster a sense of connectivity in the town and prevent new development from dividing existing uses. These policies were developed in large part to address some of the discontinuous development patterns found in the town that result from what was then a relatively recent incorporation, as well as the physical barriers that divide the community, which include I-80, the Truckee River, and the Railroad. For example, Policy P2.4 in the Circulation Element is to improve connectivity throughout the town's roadway network through roadway improvements, while minimizing environmental, circulation, and residential neighborhood impact. The General Plan EIR determined that compliance with General Plan policies would result in less-than-significant land use impacts associated with the physical division of an established community.

The proposed project consists of replacement of an existing ski lodge. The proposed project would not divide an established community because there are no established communities on site, and access to nearby roads would not be impaired. The project would not change the current uses at the site and would not otherwise divide an established community. Therefore, the proposed project would result in no impact

and would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The 2025 General Plan is the applicable planning document for the project site. The project site is designated as part of the Tahoe Donner Plan Area by the General Plan and is zoned Recreational (REC). The proposed project would be consistent with the land use designation for the project site evaluated in the General Plan EIR. The project design is consistent with the General Plan and Title 18 (Development Code) of the TMC. Therefore, the proposed project would result in no impact and would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XII. MINERAL RESOURCES – Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐

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

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

According to the General Plan EIR, active mining operations are currently limited to the aggregate mining area in the far southeast part of Truckee. The 2025 General Plan would also seek to reduce incompatibilities between sensitive land uses (e.g. residential developments) and the development of mineral resources, while fostering future development of such resources as an important component of the town's economy. For example, Policy P6.2 requires a restriction on uses permitted on lands mapped as important Mineral Resource Areas within the RC/OS land use designation to those compatible with mineral resource extraction activities. The General Plan EIR determined that compliance with General Plan policies would ensure that impacts to mineral resources would be less than significant.

The proposed project is not located in the southeast part of Truckee where aggregate mining occurs. Therefore, the proposed project would not result in the loss of availability of known mineral resources or mineral resource recovery sites. The proposed project would result in no impact and would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

3.13 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XIII. NOISE – Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The General Plan EIR considered noise impacts related to land use compatibility, transportation (roadway, rail and airport), and determined that such impacts would be less than significant with implementation of General Plan policies. For example, Noise Element Policy P1.3 requires new development to mitigate exterior noise to "normally acceptable" levels in outdoor areas. The General Plan also found that construction noise would be less than significant with implementation of policies, including Noise Element Policy P3.2 which requires that construction activities should be regulated in accordance with the Municipal Noise Ordinance, and Noise Element Policy P3.13 which would require the incorporation of a series of standard noise control measures in construction projects:

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
- Utilize "quiet" air compressors and other stationary noise generating equipment where appropriate technology exists.
- The project sponsor shall designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the project site. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints

The proposed project is not anticipated to increase roadway noise such that noise-sensitive land uses would be affected. The project is not designed to increase the number of visitors, but to better accommodate the existing operations at the facility. In addition, the project would not significantly increase the number of employees regularly traveling to the site. Operational noise from the project is anticipated to be the same as existing conditions because there would be no changes to land use or activities at the site. Construction noise from the project would be temporary and would comply with Section 18.44.070 of the TMC which regulates the hours during which construction may occur. Non-single-family residential construction are restricted to 7:00 AM to 9:00 PM Monday through Saturday and 9:00 AM to 6:00 PM on Sunday. Therefore, the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that impacts would result if vibration sensitive development, such as residential land uses, are proposed within 100 feet to the railroad tracks. Such development could expose residents to vibration levels in excess of Federal standards. To address this potential impact, the 2025 General Plan includes Policy P1.7 in the Noise Element, which would require site specific analysis of vibration impacts to sensitive uses located in proximity to the railroad, and the identification of site design or construction features to be included that would minimize any potential vibration impacts identified. With this policy in place, impacts from ground-borne vibration would be less than significant.

The proposed project is not located within 100 feet of railroad tracks. Therefore, the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The project would not include any unusual vibration sources, such as pile-driving. The criteria for requiring further CEQA review are not met.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The General Plan EIR determined that Policy P1.6 in the Noise Element would enforce the noise and land use compatibility criteria and policies adopted in the Truckee-Tahoe Airport Land Use Plan, reducing impacts to a less-than-significant level. As previously discussed, the project would not be located within two miles of an airport and is not included within the airport land use compatibility plan (Truckee Tahoe ALUC 2016). Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XIV. POPULATION AND HOUSING – Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

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

The General Plan EIR determined that since the General Plan includes goals policies to regulate future growth in an orderly and planned manner, there would be no substantial unplanned population growth. For example, Goal LU-1 in the Land Use Element calls for growth to be managed so as to maintain the unique qualities and character of the Town, with new development required to meet important community goals for design, open space, and promotion of a sustainable community (Land Use Element Policy 1.1). Therefore, the General Plan EIR concluded that this impact would not be significant.

The proposed project would involve replacement of the existing ski lodge facility at the site. The project is not designed to increase the number of visitors, but to better accommodate the existing operations at the facility. There would be no substantial increase in employment from the project, and no road extensions or other infrastructure improvements are proposed. Therefore, the project would not result in new or more

severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that since the majority of development permitted by the General Plan would either occur in infill locations, on undeveloped parcels, or on parcels that can be subdivided (rather than through large scale redevelopment of already developed land and buildings) there would be no impact regarding displacement of people or housing units.

The existing ski lodge does not include any housing or residents. Replacement of the ski lodge would therefore have no impact regarding this criterion. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XV. PUBLIC SERVICES – Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
Fire protection?	☐	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒	☐
Schools?	☐	☐	☐	☒	☐
Parks?	☐	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒	☐

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The General Plan would result in new population and residential and commercial development in Truckee, which would increase demand for fire and emergency medical protection services. As a result, additional staff, equipment and facilities would be required to maintain or exceed current response times. Recognizing

that there could be an increased demand for fire and emergency medical response, the 2025 General Plan includes polices and actions to mitigate potential impacts. For example, Policy P4.2 in the Land Use Element states that the Town should cooperate with special districts to plan for and identify suitable future sites for needed facilities, including fire stations, while minimizing potential environmental impacts. As a result of these policies, it was determined that the 2025 General Plan would result in a less than significant impact regarding provision of fire facilities.

The proposed project involves a new ski lodge to replace the existing facility. The project is not designed to increase the number of visitors, but to better accommodate existing operations. Therefore, the service population is not expected to increase. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

Police protection?

Growth allowed under the General Plan would require additional police officers to effectively respond to an anticipated increase in calls. The General Plan includes policies and actions to ensure an adequate level of police service and facilities to serve the town. For example, Policy P4.2 in the Land Use Element states that the Town should cooperate with special districts to plan for and identify suitable future sites for needed facilities, including police services, such that the local population can be served while environmental impacts are minimized. As a result of these policies, it was determined that the General Plan would result in a less than significant impact regarding provision of police facilities.

As previously stated, the project is not designed to increase the number of visitors, but to better accommodate existing operations. Therefore, no additional police protection services would be needed for the project compared to existing conditions. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

Schools?

The General Plan includes policies and actions intended to provide for adequate and well-designed school facilities to meet future demand, including Land Use Policy P4.2 mentioned above. Furthermore, California Government Code Section 65996(a) requires that developer fees be assessed and used to mitigate environmental impacts associated with the construction of new school facilities. As a result, implementation of the General Plan would result in a less than significant impact on the adequate provision of schools.

The proposed project would not result in any population growth and therefore would not contribute to the need for new schools. Nevertheless, the project would pay required school impact fees for a commercial structure, which would support the construction of new school facilities. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

Parks and Other Public Facilities?

The General Plan EIR determined that there would be a less than significant impact regarding parks and other public facilities due to these impact fees and policies in the General Plan.

The proposed project would not result in any population growth and therefore would not contribute to the need for new parks or other public facilities. The project would pay the appropriate development impact fees to the Town, which would support the construction of new parks and public facilities. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact or Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XVI. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

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

The General Plan EIR determined that there would be a less than significant impact regarding parks and recreational facilities because the General Plan includes policies to ensure that Town parkland goals are met, and existing facilities are not negatively impacted by future growth. For example, Policy P1.1 in the Conservation and Open Space Element requires the acquisition and preservation of open space lands, with priority given for regional and neighborhood parks.

The project itself may be categorized as supporting public recreation – the facility is owned by the Tahoe Donner Association but is open to the general public. The potential impacts related to the replacement of this facility are considered in this Initial Study. In addition, the proposed project would not result in any population growth and therefore would not result in increased use of public parks or other recreational facilities. As previously discussed, the project would pay the appropriate impact fees to the Town, which would support construction and maintenance of parks and recreational facilities. The project would not

result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XVII. TRANSPORTATION – Would the project:					
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒	☐

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

The 2025 General Plan includes a series of goals, policies and actions that are intended to coordinate future development with needed circulation system improvements, and to minimize the potentially significant effects of traffic generated by new development on the roadway network. These include Circulation Element Policy P1.2, which calls for the Town to implement the improvements shown in the General Plan's Circulation Plan, and Policy P1.3 which would ensure that right-of way for needed improvements is acquired or reserved as part of relevant project approvals. With these policies in place, the General Plan EIR determined that future planned development would not have a significant impact on the circulation system.

The project is designed to better accommodate existing visitor numbers; therefore, no substantial increase in traffic levels is anticipated. The project would include a new circular shuttle drop-off area on Slalom Way but would not involve other changes to the circulation system. LSC Transportation Consultants reviewed site circulation and determined that roadway travel lanes and emergency access pathways would remain unobstructed, as long as roadway parking is cleared of snow and occurs outside of the designated 24-foot

travel way. The project would not involve other changes to transit, bicycle, or pedestrian facilities. Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

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

As of July 1, 2020, CEQA Guidelines section 15064.3(b) states that the recommended metric for the evaluation of transportation impacts will be vehicle miles travelled (VMT). However, per CEQA Guidelines section 15007(c): "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Therefore, the General Plan Draft EIR, circulated in 2006, complied with the CEQA Guidelines in effect at that time, and was properly certified in 2007. As discussed in Section 1.3 of this Supplemental Checklist, under PRC section 21167.2, once an EIR is certified by the lead agency and the statute of limitations to challenge the EIR has run, the EIR is conclusively presumed valid for all future discretionary actions taken by the lead agency and responsible agencies relating to the project unless the provisions of PRC section 21166 apply. PRC section 21166, in turn, provides that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs: (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

In terms of changes to the project, or project circumstances, relative to the General Plan transportation analysis, the project would not be screened out of the Town's VMT thresholds of significance due to its location outside the exemption VMT exemption zone. However, the proposed project is replacing an existing building and only proposes a 9,392 SF increase in size to accommodate the needs of the existing operations. The Town's VMT evaluation is based on summer weekday daily VMT which is not relevant to a downhill ski lodge; for uses that are not active during the summer, an alternative method will be approved by the Town Engineer or his/her designee. The Town's Engineering Division has determined that the proposed project is exempt from further VMT analysis since the project is not designed to increase the number of visitors, but to better accommodate the existing operations at the facility. In addition, the project would not significantly increase the number of employees. Further, the project is intended to primarily serve the members of the homeowners association which is located in close proximity to the project site. Therefore, the project would not result in a new, or substantially greater, VMT impact, as compared to the existing General Plan.

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

Implementation of the proposed 2025 General Plan is not expected to result in significant traffic hazards. In addition, policies and actions in the Circulation Element address the need to minimize hazards that could result from poor roadway design or incompatible land uses. Through the implementation of these policies and actions, the 2025 General Plan would have a less than significant impact with regard to design hazards or incompatible uses.

The project would not introduce incompatible traffic or new road configurations. The project would include a drop-off roundabout that should improve the safety and circulation of vans and buses. Additionally, a review of site circulation determined that roadway travel lanes and emergency access pathways would remain unobstructed as long as roadway parking is cleared of snow and occurs outside of the designated 24-foot travel way. Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

d) Would the project result in inadequate emergency access?

The General Plan EIR determined that buildout of the 2025 General Plan could result in new development and population growth, which could affect emergency response during disasters. The General Plan Safety Element includes Policies P7.1 and P7.2 that call for identification of appropriate emergency access routes through the Town when I-80 is closed because of weather. It was determined that proposed General Plan policies would reduce the potential impact to a less-than-significant level.

The proposed project is replacing an existing building and an increased capacity or change in operations is not proposed. The project would not introduce additional traffic or alter existing emergency access routes that could substantially affect emergency access. The proposed project would involve changes to the on-site circulation, including a new circular shuttle drop-off area on Slalom Way. However, these changes would not impair or interfere with emergency access. The proposed project would comply with General Plan policies for identification of appropriate emergency access routes and would be required to submit project plans for review and approval to ensure that emergency access is sufficient at the site. The proposed project would comply with California Fire Code requirements for emergency access which would ensure that the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. No mitigation measures are required and the criteria for requiring further CEQA review are not met.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XVIII. TRIBAL CULTURAL RESOURCES					
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☐	☒

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The General Plan EIR did not specifically analyze tribal cultural resources separately from other cultural resources since the document predates the addition of the Tribal Cultural Resources topic to Appendix G of the CEQA Guidelines. However, the EIR found that a buildout of the General Plan would have a potentially significant impact on cultural resources, which can be considered to include tribal cultural resources. As a safeguard, the Town would require proper surveying, testing, research, documentation, monitoring, and safe retrieval of archaeological and cultural resources as part of the development review process (Community Character Policy P19.1). Furthermore, Community Character Policy P19.2 would require an archaeological survey by a qualified professional whenever there is evidence of an archaeological site within a proposed project area, determined to be a high likelihood for occurrence of such sites, or where a project involves substantial site disturbance. These requirements are implemented through Section 18.030.040 of the TMC.

The Town notified California Native American tribes per PRC Section 21080.3.1. Although one tribe initially responded to the notice, requests by the Town for consultation did not receive a response. If any tribal cultural resources are discovered, then proper testing, documentation, monitoring, and retrieval would be required (per TMC Section 18.030.040). Compliance with the General Plan would ensure that the proposed

project's impacts would not result in new or substantially more severe impacts than identified in the General Plan EIR. The criteria for requiring further CEQA review are not met.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒	☐
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

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

The General Plan EIR determined that additional growth under the 2025 General Plan may require construction or expansion of water, wastewater, or storm water drainage facilities to serve projected demand. However, potential impacts would be addressed by collection of facilities impact fees and compliance with General Plan policies to reduce impacts to less-than-significant levels. For example, Land

Use Element Policy P4.2 directs the Town to cooperate with special districts to identify suitable sites that would accommodate future needed facilities and infrastructure, considering their potential environmental effects. No impacts were identified regarding electric power, natural gas, or telecommunications facilities.

The proposed project would not increase population and would accommodate the same number of visitors as current conditions. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

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

The General Plan EIR determined that sufficient water supplies would be available to serve the Town through the year 2025 and therefore there would be a less than significant impact. Since the proposed project would operate beyond the year 2025, the analysis below incorporated information from the latest Truckee Water System 2020 Urban Water Management Plan (UWMP) (TDPUD 2021).

The Truckee water system uses the Martis Valley Groundwater Basin as its sole source of water supply. According to the 2020 UWMP, inflows to the Martis Valley groundwater basin average about 578,800 acre-feet per year (AFY) while outflows average about 564,300 AFY. Considering the large amount of water in storage in relation to the projected buildout demand, the UWMP determined that 1-5 years of below average precipitation and basin recharge would not have a significant impact on the water supply to serve the area. Additionally, the proposed project is not anticipated to change water demand from current conditions because the land use would remain the same. Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

c) Would the project result in a determination by the waste water 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?

As previously discussed, the General Plan EIR determined that buildout of the 2025 General Plan would require construction of or improvements to wastewater treatment facilities to serve projected demand, but impacts would be sufficiently mitigated by collection of facilities impact fees and General Plan policies. The proposed project is not anticipated to change wastewater demand from current conditions because the land use would remain the same and the project would not increase the number of visitors to the site. Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

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

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

The General Plan EIR determined that buildout of the General Plan would increase generation of solid waste but would not result in a significant impact because the Lockwood Regional Landfill has adequate long-

term capacity to serve future growth, and because General Plan policies encourage recycling and waste diversion.

As of 2017, the Lockwood Regional Landfill is projected to be operational until the year 2150 (NDEP 2017). The proposed project is also not anticipated to increase the generation of solid waste from current conditions because the project would not result in population growth nor be intended to accommodate an increase in visitors. The project would continue to comply with applicable management and reduction statutes and regulations related to solid waste. Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐	☐

Although the 2025 General Plan EIR did not analyze wildfire as a standalone topic (because wildfire was not a topic included in Appendix G of the CEQA Guidelines at the time), the Hazards and Hazardous Materials section of the EIR did include some discussion of wildfire hazards, emergency response, and evacuation, which has been incorporated into the analyses below.

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

The General Plan EIR determined that buildout of the 2025 General Plan could result in new development and population growth, which could affect the implementation of adopted emergency response and evacuation plans. The General Plan Safety Element includes Policies P7.1 and P7.2 that call for identification of appropriate emergency access routes through the town. Policies also support the Truckee Fire Protection District, Nevada County Office of Emergency Services, and other agencies in their efforts to educate the public about emergency preparedness and response. Altogether, it was determined that proposed General Plan policies would reduce the potential impact to a less-than-significant level.

The proposed project would not involve any components that would impair or interfere with emergency response or evacuation. The proposed project would comply with General Plan policies for identification of appropriate emergency access routes and would be required to submit project plans for review and approval to ensure that emergency access is sufficient at the site. The proposed project would comply with California Fire Code requirements for emergency access which would ensure that the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. No mitigation measures are required and the criteria for requiring further CEQA review are not met.

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

According to the CALFIRE, the Town contains areas within very high fire hazard severity zones (CALFIRE 2022). The General Plan includes policies for protection from wildland fires. For example, Safety Policy P4.3 calls for promotion of fire hazard reduction through activities such as identifying and implementing opportunities for fuel breaks in very high fire hazard severity zones and ensuring that fire breaks are provided where necessary and appropriate. Safety Policy P4.4 is to require new development to incorporate adequate emergency water flow, emergency vehicle access and evacuation routes. Safety Policy P4.7 is to ensure that the development review process addresses wildland fire risk, including assessment of both construction, and project-related fire risks, particularly in areas of the Town most susceptible to fire hazards. The General Plan EIR determined that compliance with these General Plan policies, which are aimed at minimizing loss of life and property from wildfires, would reduce potential impacts to a less-than-significant level.

The project site itself is not mapped within the very fire hazard severity zone but adjacent areas to the north, west, and south are in the zone within the State Responsibility Area. The proposed project would be constructed consistent with California Fire Code requirements for emergency access and fire prevention and would comply with the aforementioned General Plan policies. Fire hazard reduction would be implemented and the project would incorporate adequate emergency water flow and access in the event of wildland fire emergencies. The project would also be subject to fire mitigation fees that must be paid to

the prior to construction permit issuance. For these reasons, the proposed project would not result in new or more severe impacts disclosed in the General Plan EIR. No additional analysis is required.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As previously discussed, the General Plan EIR determined that compliance General Plan policies would reduce potential wildfire impacts to a less-than-significant level. The proposed project would not require any installation or maintenance of infrastructure that would exacerbate fire risks. The site is currently developed with a ski lodge that is serviced by publicly maintained roads. The proposed project would be constructed consistent with California Fire Code requirements for emergency access and fire prevention and would comply with the aforementioned General Plan policies. Therefore, the project would not result in new or more severe impacts than what was disclosed in the General Plan EIR. The criteria for requiring further CEQA review are not met.

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

As previously discussed in Section 3.10, Hydrology and Water Quality, impacts regarding flooding, drainage, and runoff would be sufficiently mitigated by compliance with the Municipal Code and General Plan policies. The project site is also not susceptible to landslides. The proposed project would not exacerbate fire risks that could result in changes to the severity of these impacts. The project would not result in new or more severe impacts than what was disclosed in the General Plan EIR and the criteria for requiring further CEQA review are not met.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
XXI. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact or No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

As discussed in Section 3.4, Biological Resources, the proposed project may have the potential to affect nesting birds, but this impact would be mitigated to a less-than-significant level assuming compliance with MM-BIO-1. For all other biological resources and cultural resources related topics, it has been determined that the proposed project would not result in new or substantially more severe impacts than identified in the General Plan EIR. The General Plan EIR found that compliance with General Plan policies, the TMC, and applicable regulations would ensure that buildout of the 2025 General Plan would not substantially degrade the quality of the environment, substantially reduce the habitat of a wildlife species, or eliminate important examples of the major periods of California history or prehistory.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

The proposed project may incrementally contribute to cumulative impacts in combination with other projects occurring within the Town. However, the analysis provided throughout this IS/MND demonstrates that the project's contribution to any existing cumulative impacts would be reduced to less-than-significant levels through mitigation (for example, impacts regarding criteria air pollutants). Further, the project is a replacement project intended to meet the needs of the current operations of the existing ski hill and would not contribute to these cumulative impacts. For those topics that have been adequately addressed by the

2025 General Plan EIR, no further CEQA review is required since the General Plan EIR incorporated cumulative effects into the impact analysis.

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

As provided in the previous analysis for each resource area, the project would not cause any substantial adverse effects on human beings that are not addressed by proposed mitigation measures, or existing General Plan policies and compliance with existing regulations (such as statewide airborne toxic control measures, air district requirements, county health regulations, and the TMC). Impacts related to air quality, biological resources, and hydrology would be reduced to less-than-significant levels by proposed mitigation measures, while all other topics have either been adequately addressed by the 2025 General Plan EIR and/or would not require mitigation to reduce adverse effects to less-than-significant levels.

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4.2 List of Preparers

Dudek

Brian Grattidge, Project Manager
Jessica Baldridge, Biologist
Angelica Chiu, Analyst
Ian McIntire, Air Quality

Town of Truckee

Yumie Dahn, Project Planner

4.3 Agencies Consulted

County of Nevada Environmental Health Department
Lahontan Regional Water Quality Control Board
Town of Truckee Engineering Division
Town of Truckee Solid Waste Division
Truckee Donner Public Utility District
Truckee Fire Protection District
Truckee Sanitary District

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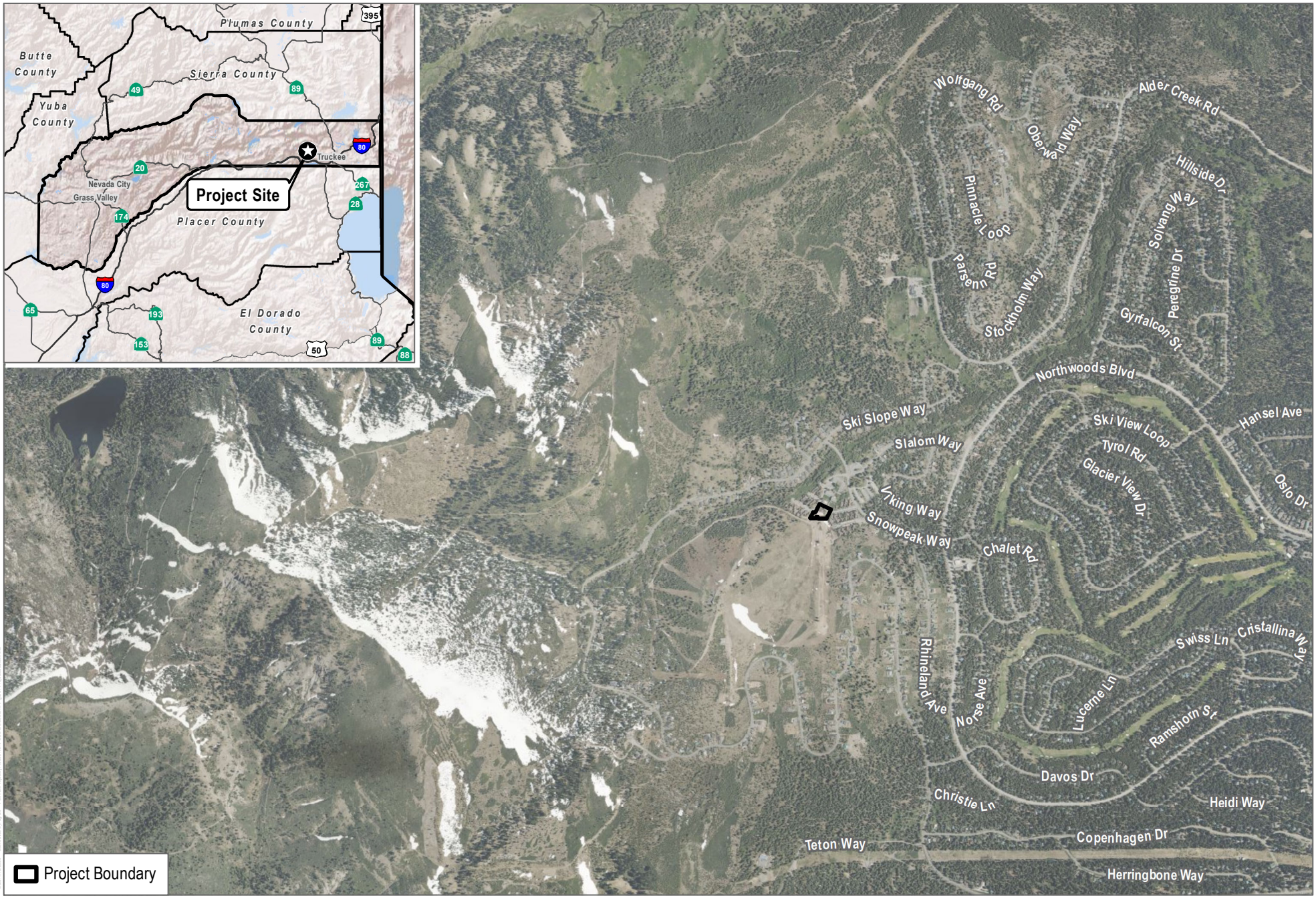

SOURCE: Nevada County; Open Stree Map; Bing Maps

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Tahoe Donner Ski Lodge

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SOURCE: Bull Stockwell Allen Architecture/Planning/Interiors 2022; Nevada County; Open Stree Map; Bing Maps

DUDEK

0 100 200 Feet

FIGURE 2

Project Site

Tahoe Donner Ski Lodge

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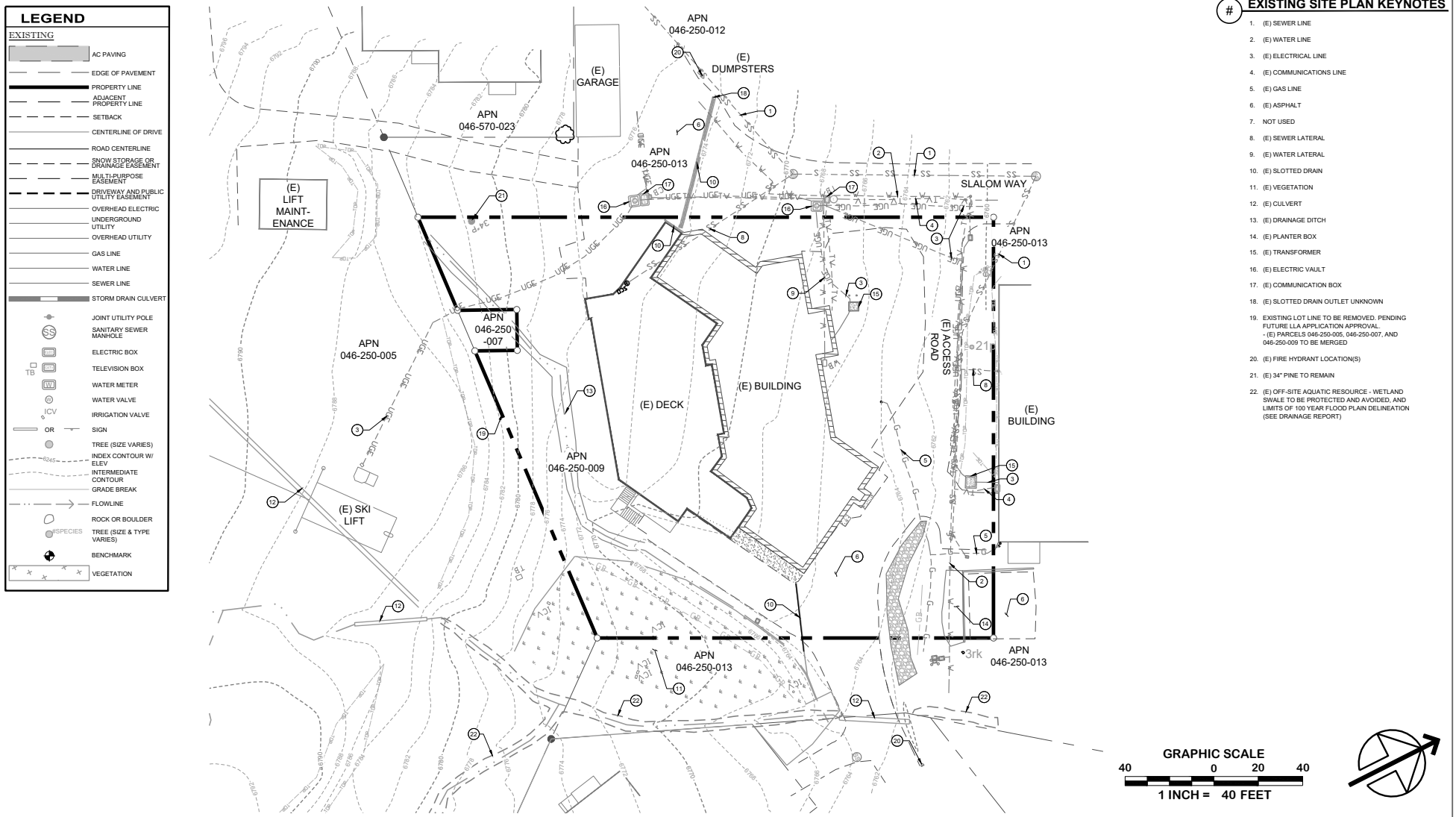

EXISTING SITE PLAN KEYNOTES

1. (E) SEWER LINE
2. (E) WATER LINE
3. (E) ELECTRICAL LINE
4. (E) COMMUNICATIONS LINE
5. (E) GAS LINE
6. (E) ASPHALT
7. NOT USED
8. (E) SEWER LATERAL
9. (E) WATER LATERAL
10. (E) SLOTTED DRAIN
11. (E) VEGETATION
12. (E) CULVERT
13. (E) DRAINAGE DITCH
14. (E) PLANTER BOX
15. (E) TRANSFORMER
16. (E) ELECTRIC VAULT
17. (E) COMMUNICATION BOX
18. (E) SLOTTED DRAIN OUTLET UNKNOWN
19. EXISTING LOT LINE TO BE REMOVED. PENDING FUTURE LLA APPLICATION APPROVAL.
    - (E) PARCELS 046-250-005, 046-250-007, AND 046-250-009 TO BE MERGED
20. (E) FIRE HYDRANT LOCATION(S)
21. (E) 34" PINE TO REMAIN
22. (E) OFF-SITE AQUATIC RESOURCE - WETLAND SWALE TO BE PROTECTED AND AVOIDED, AND LIMITS OF 100 YEAR FLOOD PLAIN DELINEATION (SEE DRAINAGE REPORT)

SOURCE: Auerbach Engineering Corp; Bull Stockwell Allen Architecture/Planning/Interiors, 2022

DUDEK

FIGURE 3

Existing Site Plan

Tahoe Donner Ski Lodge

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LEGEND:

- SHUTTLE ROUTE #1
- SHUTTLE ROUTE #2
- ROUTE DIRECTION
- PEDESTRIAN PATH OF TRAVEL
- EXIST. STREET PARKING
- EXIST. PARKING LOTS
- ADA PARKING AREAS

TOTAL PARKING COUNT:

	Std. Stalls	ADA Stalls
Lot 1	50	
Lot 2	39	
Lot 3	34	
Lot 4	60	1
Lot 5	49	6
Street parking	85	
TD Ski Lodge		2
TOTAL	317	9

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

SOURCE: Auerbach Engineering Corp; Bull Stockwell Allen Architecture/Planning/Interiors, 2022

DUDEK

FIGURE 4

Parking and Circulation

Tahoe Donner Ski Lodge

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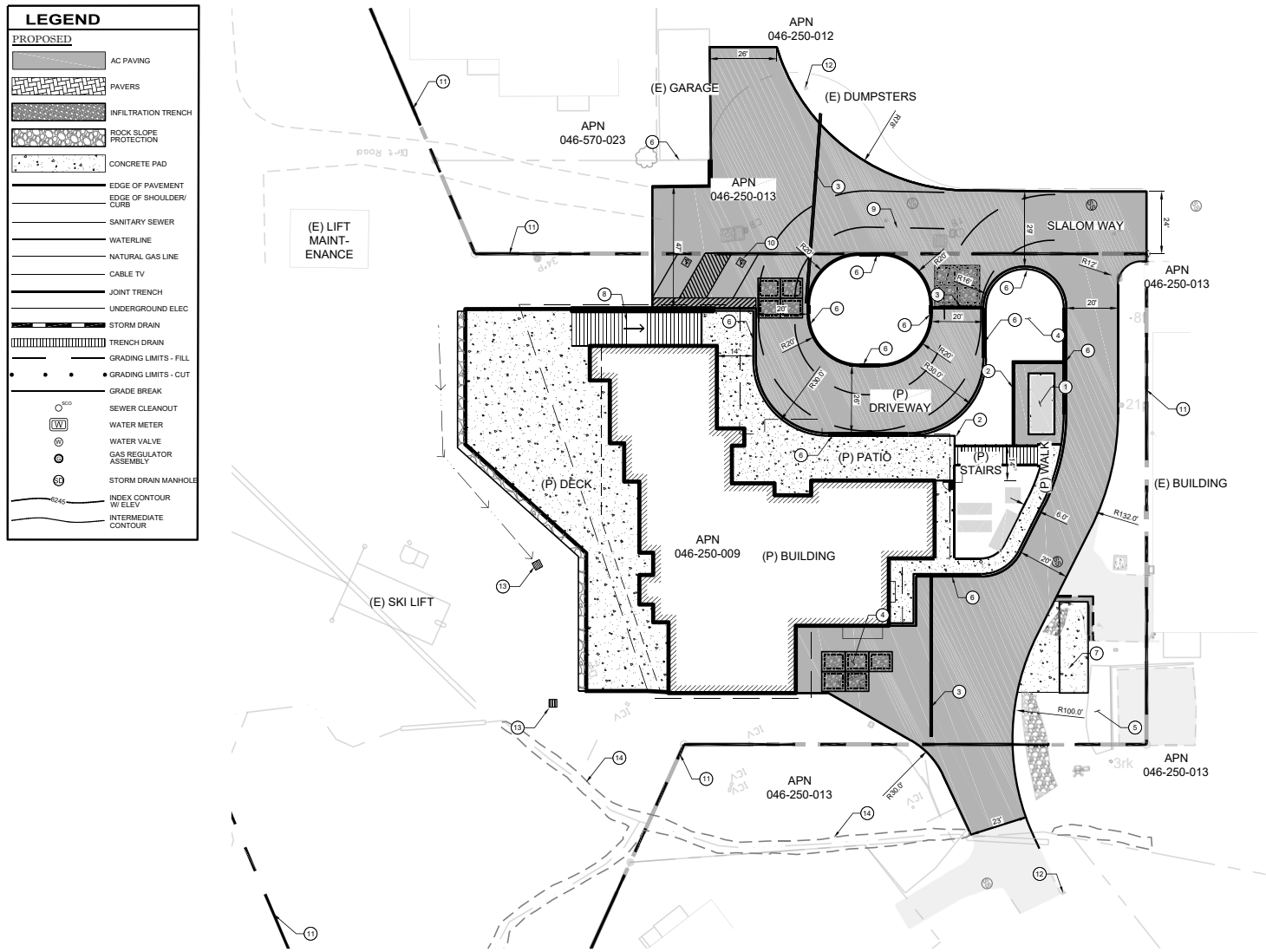
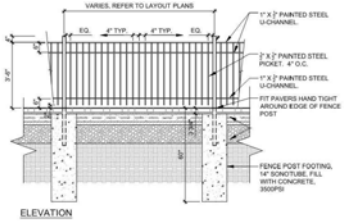


SITE PLAN KEYNOTES

1. (P) GENERATOR
2. (P) RETAINING WALL (5' MAX HEIGHT, SEE GRADING PLAN) WITH RAILING, SEE DETAIL BELOW.
3. (P) TRENCH DRAIN
4. (P) INFILTRATION CHAMBER(S)
5. (E) PLANTER
6. (P) CURB
7. (P) TRASH ENCLOSURE, SEE ARCHITECTURAL PLAN
8. (P) STAIRWAY LEVEL 2 TO LEVEL 3
9. FIRE TRUCK TURNING MOVEMENT
10. ADA PARKING
11. PENDING FUTURE LLA APPLICATION APPROVAL.
    - (E) PARCELS 046-250-005, 046-250-007, AND 046-250-009 TO BE MERGED
12. (E) FIRE HYDRANT LOCATION(S)
13. (P) DROP INLET, SEE GRADING PLAN
14. (E) OFF-SITE AQUATIC RESOURCE - WETLAND SWALE TO BE PROTECTED AND AVOIDED, AND LIMITS OF 100 YEAR FLOOD PLAIN DELINEATION (SEE DRAINAGE REPORT)



RETAINING WALL w/ RAILING DETAIL

GRAPHIC SCALE

40 0 20 40

1 INCH = 40 FEET

SOURCE: Auerbach Engineering Corp; Bull Stockwell Allen Architecture/Planning/Interiors, 2022

FIGURE 5

Proposed Site Plan

Tahoe Donner Ski Lodge

DUDEK

INTENTIONALLY LEFT BLANK

SOURCE: Auerbach Engineering Corp; Bull Stockwell Allen Architecture/Planning/Interiors, 2022

FIGURE 6

Proposed Elevation - West (Street) Side

Tahoe Donner Ski Lodge

DUDEK

INTENTIONALLY LEFT BLANK

SOURCE: Auerbach Engineering Corp; Bull Stockwell Allen Architecture/Planning/Interiors, 2022

FIGURE 7

Proposed Elevation - Northeast Side

Tahoe Donner Ski Lodge

DUDEK

INTENTIONALLY LEFT BLANK

Appendix A
Air Quality Calculations

TAHOE DONNER DOWNHILL SKI LODGE - Northern Sierra AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

TAHOE DONNER DOWNHILL SKI LODGE

Northern Sierra AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.13	1000sqft	0.00	10,130.00	0
Quality Restaurant	14.37	1000sqft	1.30	14,370.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	72
Climate Zone	1			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - TAHOE DONNER DOWNHILL SKI LODGE . NSAQMD.

Land Use - Project includes 24,490 sf ski area day lodge. Acres of disturbance would be approx 1.3 acres.

Construction Phase - Construction would begin May 2023, updated default phasing to meet 15-month duration. No paving activities are assumed.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Trips and VMT - Defualt trips assumed. Added two vendor trips per day for water trucks.

Demolition - Demolish existing 15,838 sf downhill ski lodge.

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Grading - 3,897 cy of soil exported.

Architectural Coating - Defualt rates assumed.

Vehicle Trips - No mobile trips assumed.

Energy Use - Default rates assumed.

Water And Wastewater - Default rates assumed.

Solid Waste - Default rates assumed.

Stationary Sources - Emergency Generators and Fire Pumps - Installation of a 1,340.5 HP generastor (1,000 KVA).

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	4.00	5.00
tblConstructionPhase	NumDays	200.00	285.00
tblConstructionPhase	NumDays	10.00	15.00
tblGrading	AcresOfGrading	5.00	4.00
tblGrading	AcresOfGrading	4.69	1.88
tblGrading	MaterialExported	0.00	3,897.00
tblLandUse	LotAcreage	0.23	0.00
tblLandUse	LotAcreage	0.33	1.30
tblStationaryGeneratorsPumpsUse	HorsePowerValue	600.00	1,340.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	90.04	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	71.97	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	83.84	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1360	1.1195	1.1279	2.2300e-003	0.0525	0.0474	0.0999	0.0207	0.0454	0.0660	0.0000	188.8549	188.8549	0.0308	3.6500e-003	190.7105
2024	0.3876	0.8003	0.9135	1.6700e-003	6.9000e-003	0.0321	0.0390	1.8800e-003	0.0310	0.0329	0.0000	138.8370	138.8370	0.0215	9.6000e-004	139.6605
Maximum	**0.3876**	**1.1195**	**1.1279**	**2.2300e-003**	**0.0525**	**0.0474**	**0.0999**	**0.0207**	**0.0454**	**0.0660**	**0.0000**	**188.8549**	**188.8549**	**0.0308**	**3.6500e-003**	**190.7105**

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					
2023	0.1360	1.1195	1.1279	2.2300e-003	0.0525	0.0474	0.0999	0.0207	0.0454	0.0660	0.0000	188.8548	188.8548	0.0308	3.6500e-003	190.7103
2024	0.3876	0.8003	0.9135	1.6700e-003	6.9000e-003	0.0321	0.0390	1.8800e-003	0.0310	0.0329	0.0000	138.8369	138.8369	0.0215	9.6000e-004	139.6603
Maximum	**0.3876**	**1.1195**	**1.1279**	**2.2300e-003**	**0.0525**	**0.0474**	**0.0999**	**0.0207**	**0.0454**	**0.0660**	**0.0000**	**188.8548**	**188.8548**	**0.0308**	**3.6500e-003**	**190.7103**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e

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Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	0.5124	0.5124
2	8-1-2023	10-31-2023	0.4442	0.4442
3	11-1-2023	1-31-2024	0.4362	0.4362
4	2-1-2024	4-30-2024	0.4103	0.4103
5	5-1-2024	7-31-2024	0.5989	0.5989
6	8-1-2024	9-30-2024	0.0280	0.0280
		Highest	0.5989	0.5989

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1241	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.4000e-004	4.4000e-004	0.0000	0.0000	4.7000e-004
Energy	0.0100	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	141.4600	141.4600	8.7200e-003	2.6500e-003	142.4668
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.0550	0.2459	0.1402	2.6000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.0000	25.5134	25.5134	3.5800e-003	0.0000	25.6028
Waste						0.0000	0.0000		0.0000	0.0000	4.5734	0.0000	4.5734	0.2703	0.0000	11.3304
Water						0.0000	0.0000		0.0000	0.0000	1.9550	3.5326	5.4876	0.2014	4.8100e-003	11.9553
Total	**0.1891**	**0.3371**	**0.2171**	**8.1000e-004**	**0.0000**	**0.0150**	**0.0150**	**0.0000**	**0.0150**	**0.0150**	**6.5284**	**170.5064**	**177.0348**	**0.4840**	**7.4600e-003**	**191.3557**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1241	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.4000e-004	4.4000e-004	0.0000	0.0000	4.7000e-004
Energy	0.0100	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	141.4600	141.4600	8.7200e-003	2.6500e-003	142.4668
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.0550	0.2459	0.1402	2.6000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.0000	25.5134	25.5134	3.5800e-003	0.0000	25.6028
Waste						0.0000	0.0000		0.0000	0.0000	4.5734	0.0000	4.5734	0.2703	0.0000	11.3304
Water						0.0000	0.0000		0.0000	0.0000	1.9550	3.5326	5.4876	0.2014	4.8100e-003	11.9553
Total	**0.1891**	**0.3371**	**0.2171**	**8.1000e-004**	**0.0000**	**0.0150**	**0.0150**	**0.0000**	**0.0150**	**0.0150**	**6.5284**	**170.5064**	**177.0348**	**0.4840**	**7.4600e-003**	**191.3557**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	6/2/2023	5	5	
3	Grading	Grading	6/3/2023	6/9/2023	5	5	

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4	Building Construction	Building Construction	6/10/2023	7/12/2024	5	285	
5	Architectural Coating	Architectural Coating	7/13/2024	8/2/2024	5	15	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 36,750; Non-Residential Outdoor: 12,250; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
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

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Demolition	5	13.00	0.00	72.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	2.00	487.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	9.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.8000e-003	0.0000	7.8000e-003	1.1800e-003	0.0000	1.1800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**7.8000e-003**	**6.7700e-003**	**0.0146**	**1.1800e-003**	**6.3300e-003**	**7.5100e-003**	**0.0000**	**21.0866**	**21.0866**	**5.3500e-003**	**0.0000**	**21.2202**

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	1.0000e-004	5.3400e-003	1.1900e-003	2.0000e-005	6.1000e-004	5.0000e-005	6.5000e-004	1.7000e-004	4.0000e-005	2.1000e-004	0.0000	2.1004	2.1004	2.0000e-005	3.3000e-004	2.1993

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Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	4.0000e-004	4.1000e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8651	0.8651	4.0000e-005	3.0000e-005	0.8752
Total	**6.3000e-004**	**5.7400e-003**	**5.2900e-003**	**3.0000e-005**	**1.6300e-003**	**6.0000e-005**	**1.6800e-003**	**4.4000e-004**	**5.0000e-005**	**4.9000e-004**	**0.0000**	**2.9655**	**2.9655**	**6.0000e-005**	**3.6000e-004**	**3.0745**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.8000e-003	0.0000	7.8000e-003	1.1800e-003	0.0000	1.1800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**7.8000e-003**	**6.7700e-003**	**0.0146**	**1.1800e-003**	**6.3300e-003**	**7.5100e-003**	**0.0000**	**21.0865**	**21.0865**	**5.3500e-003**	**0.0000**	**21.2202**

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	1.0000e-004	5.3400e-003	1.1900e-003	2.0000e-005	6.1000e-004	5.0000e-005	6.5000e-004	1.7000e-004	4.0000e-005	2.1000e-004	0.0000	2.1004	2.1004	2.0000e-005	3.3000e-004	2.1993
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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Worker	5.3000e-004	4.0000e-004	4.1000e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8651	0.8651	4.0000e-005	3.0000e-005	0.8752
Total	**6.3000e-004**	**5.7400e-003**	**5.2900e-003**	**3.0000e-005**	**1.6300e-003**	**6.0000e-005**	**1.6800e-003**	**4.4000e-004**	**5.0000e-005**	**4.9000e-004**	**0.0000**	**2.9655**	**2.9655**	**6.0000e-005**	**3.6000e-004**	**3.0745**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	7.3500e-003	0.0000	7.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8300e-003	0.0311	0.0166	4.0000e-005		1.2700e-003	1.2700e-003		1.1700e-003	1.1700e-003	0.0000	3.7786	3.7786	1.2200e-003	0.0000	3.8091
Total	**2.8300e-003**	**0.0311**	**0.0166**	**4.0000e-005**	**0.0142**	**1.2700e-003**	**0.0154**	**7.3500e-003**	**1.1700e-003**	**8.5200e-003**	**0.0000**	**3.7786**	**3.7786**	**1.2200e-003**	**0.0000**	**3.8091**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1331	0.1331	1.0000e-005	0.0000	0.1347

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**8.0000e-005**	**6.0000e-005**	**6.3000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1331**	**0.1331**	**1.0000e-005**	**0.0000**	**0.1347**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	7.3500e-003	0.0000	7.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8300e-003	0.0311	0.0166	4.0000e-005		1.2700e-003	1.2700e-003		1.1700e-003	1.1700e-003	0.0000	3.7786	3.7786	1.2200e-003	0.0000	3.8091
Total	**2.8300e-003**	**0.0311**	**0.0166**	**4.0000e-005**	**0.0142**	**1.2700e-003**	**0.0154**	**7.3500e-003**	**1.1700e-003**	**8.5200e-003**	**0.0000**	**3.7786**	**3.7786**	**1.2200e-003**	**0.0000**	**3.8091**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1331	0.1331	1.0000e-005	0.0000	0.1347
Total	**8.0000e-005**	**6.0000e-005**	**6.3000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1331**	**0.1331**	**1.0000e-005**	**0.0000**	**0.1347**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0174	0.0000	0.0174	8.5400e-003	0.0000	8.5400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3300e-003	0.0362	0.0218	5.0000e-005		1.5100e-003	1.5100e-003		1.3900e-003	1.3900e-003	0.0000	4.5260	4.5260	1.4600e-003	0.0000	4.5626
Total	**3.3300e-003**	**0.0362**	**0.0218**	**5.0000e-005**	**0.0174**	**1.5100e-003**	**0.0189**	**8.5400e-003**	**1.3900e-003**	**9.9300e-003**	**0.0000**	**4.5260**	**4.5260**	**1.4600e-003**	**0.0000**	**4.5626**

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	6.6000e-004	0.0361	8.0200e-003	1.5000e-004	4.1000e-003	3.1000e-004	4.4200e-003	1.1300e-003	3.0000e-004	1.4300e-003	0.0000	14.2068	14.2068	1.0000e-004	2.2400e-003	14.8760
Vendor	1.0000e-005	2.7000e-004	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1015	0.1015	0.0000	1.0000e-005	0.1060
Worker	1.0000e-004	8.0000e-005	7.9000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1664	0.1664	1.0000e-005	1.0000e-005	0.1683
Total	**7.7000e-004**	**0.0365**	**8.9000e-003**	**1.5000e-004**	**4.3300e-003**	**3.1000e-004**	**4.6500e-003**	**1.1900e-003**	**3.0000e-004**	**1.4900e-003**	**0.0000**	**14.4747**	**14.4747**	**1.1000e-004**	**2.2600e-003**	**15.1503**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0174	0.0000	0.0174	8.5400e-003	0.0000	8.5400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3300e-003	0.0362	0.0218	5.0000e-005		1.5100e-003	1.5100e-003		1.3900e-003	1.3900e-003	0.0000	4.5260	4.5260	1.4600e-003	0.0000	4.5626
Total	**3.3300e-003**	**0.0362**	**0.0218**	**5.0000e-005**	**0.0174**	**1.5100e-003**	**0.0189**	**8.5400e-003**	**1.3900e-003**	**9.9300e-003**	**0.0000**	**4.5260**	**4.5260**	**1.4600e-003**	**0.0000**	**4.5626**

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	6.6000e-004	0.0361	8.0200e-003	1.5000e-004	4.1000e-003	3.1000e-004	4.4200e-003	1.1300e-003	3.0000e-004	1.4300e-003	0.0000	14.2068	14.2068	1.0000e-004	2.2400e-003	14.8760
Vendor	1.0000e-005	2.7000e-004	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1015	0.1015	0.0000	1.0000e-005	0.1060
Worker	1.0000e-004	8.0000e-005	7.9000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1664	0.1664	1.0000e-005	1.0000e-005	0.1683
Total	**7.7000e-004**	**0.0365**	**8.9000e-003**	**1.5000e-004**	**4.3300e-003**	**3.1000e-004**	**4.6500e-003**	**1.1900e-003**	**3.0000e-004**	**1.4900e-003**	**0.0000**	**14.4747**	**14.4747**	**1.1000e-004**	**2.2600e-003**	**15.1503**

3.5 Building Construction - 2023

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1104	0.8490	0.9143	1.6000e-003		0.0373	0.0373		0.0360	0.0360	0.0000	131.6594	131.6594	0.0224	0.0000	132.2183
Total	**0.1104**	**0.8490**	**0.9143**	**1.6000e-003**		**0.0373**	**0.0373**		**0.0360**	**0.0360**	**0.0000**	**131.6594**	**131.6594**	**0.0224**	**0.0000**	**132.2183**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-004	0.0158	5.2900e-003	6.0000e-005	1.9000e-003	1.0000e-004	2.0000e-003	5.5000e-004	9.0000e-005	6.4000e-004	0.0000	5.8888	5.8888	4.0000e-005	8.7000e-004	6.1480
Worker	2.6800e-003	1.9800e-003	0.0206	5.0000e-005	5.1300e-003	3.0000e-005	5.1600e-003	1.3700e-003	3.0000e-005	1.4000e-003	0.0000	4.3423	4.3423	1.8000e-004	1.5000e-004	4.3928
Total	**3.1800e-003**	**0.0178**	**0.0259**	**1.1000e-004**	**7.0300e-003**	**1.3000e-004**	**7.1600e-003**	**1.9200e-003**	**1.2000e-004**	**2.0400e-003**	**0.0000**	**10.2311**	**10.2311**	**2.2000e-004**	**1.0200e-003**	**10.5409**

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1104	0.8490	0.9143	1.6000e-003		0.0373	0.0373		0.0360	0.0360	0.0000	131.6592	131.6592	0.0224	0.0000	132.2181
Total	**0.1104**	**0.8490**	**0.9143**	**1.6000e-003**		**0.0373**	**0.0373**		**0.0360**	**0.0360**	**0.0000**	**131.6592**	**131.6592**	**0.0224**	**0.0000**	**132.2181**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-004	0.0158	5.2900e-003	6.0000e-005	1.9000e-003	1.0000e-004	2.0000e-003	5.5000e-004	9.0000e-005	6.4000e-004	0.0000	5.8888	5.8888	4.0000e-005	8.7000e-004	6.1480
Worker	2.6800e-003	1.9800e-003	0.0206	5.0000e-005	5.1300e-003	3.0000e-005	5.1600e-003	1.3700e-003	3.0000e-005	1.4000e-003	0.0000	4.3423	4.3423	1.8000e-004	1.5000e-004	4.3928
Total	**3.1800e-003**	**0.0178**	**0.0259**	**1.1000e-004**	**7.0300e-003**	**1.3000e-004**	**7.1600e-003**	**1.9200e-003**	**1.2000e-004**	**2.0400e-003**	**0.0000**	**10.2311**	**10.2311**	**2.2000e-004**	**1.0200e-003**	**10.5409**

3.5 Building Construction - 2024

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					

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Off-Road	0.0994	0.7745	0.8762	1.5400e-003		0.0315	0.0315		0.0304	0.0304	0.0000	127.1279	127.1279	0.0212	0.0000	127.6572
Total	**0.0994**	**0.7745**	**0.8762**	**1.5400e-003**		**0.0315**	**0.0315**		**0.0304**	**0.0304**	**0.0000**	**127.1279**	**127.1279**	**0.0212**	**0.0000**	**127.6572**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6000e-004	0.0150	4.9800e-003	6.0000e-005	1.8300e-003	9.0000e-005	1.9200e-003	5.3000e-004	9.0000e-005	6.2000e-004	0.0000	5.5969	5.5969	4.0000e-005	8.2000e-004	5.8422
Worker	2.4300e-003	1.7100e-003	0.0183	4.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	4.0997	4.0997	1.6000e-004	1.4000e-004	4.1448
Total	**2.8900e-003**	**0.0167**	**0.0233**	**1.0000e-004**	**6.7800e-003**	**1.2000e-004**	**6.9000e-003**	**1.8500e-003**	**1.2000e-004**	**1.9700e-003**	**0.0000**	**9.6966**	**9.6966**	**2.0000e-004**	**9.6000e-004**	**9.9870**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0994	0.7745	0.8762	1.5400e-003		0.0315	0.0315		0.0304	0.0304	0.0000	127.1277	127.1277	0.0212	0.0000	127.6570
Total	**0.0994**	**0.7745**	**0.8762**	**1.5400e-003**		**0.0315**	**0.0315**		**0.0304**	**0.0304**	**0.0000**	**127.1277**	**127.1277**	**0.0212**	**0.0000**	**127.6570**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6000e-004	0.0150	4.9800e-003	6.0000e-005	1.8300e-003	9.0000e-005	1.9200e-003	5.3000e-004	9.0000e-005	6.2000e-004	0.0000	5.5969	5.5969	4.0000e-005	8.2000e-004	5.8422
Worker	2.4300e-003	1.7100e-003	0.0183	4.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	4.0997	4.0997	1.6000e-004	1.4000e-004	4.1448
Total	**2.8900e-003**	**0.0167**	**0.0233**	**1.0000e-004**	**6.7800e-003**	**1.2000e-004**	**6.9000e-003**	**1.8500e-003**	**1.2000e-004**	**1.9700e-003**	**0.0000**	**9.6966**	**9.6966**	**2.0000e-004**	**9.6000e-004**	**9.9870**

3.6 Architectural Coating - 2024

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	0.2839					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3600e-003	9.1400e-003	0.0136	2.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9176
Total	**0.2853**	**9.1400e-003**	**0.0136**	**2.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9176**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0976	0.0976	0.0000	0.0000	0.0987
Total	**6.0000e-005**	**4.0000e-005**	**4.4000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0976**	**0.0976**	**0.0000**	**0.0000**	**0.0987**

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	0.2839					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3600e-003	9.1400e-003	0.0136	2.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9176
Total	**0.2853**	**9.1400e-003**	**0.0136**	**2.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9176**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0976	0.0976	0.0000	0.0000	0.0987
Total	**6.0000e-005**	**4.0000e-005**	**4.4000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0976**	**0.0976**	**0.0000**	**0.0000**	**0.0987**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.409222	0.065190	0.239572	0.158512	0.048862	0.009354	0.007811	0.013699	0.000835	0.000178	0.039537	0.000645	0.006583
Quality Restaurant	0.409222	0.065190	0.239572	0.158512	0.048862	0.009354	0.007811	0.013699	0.000835	0.000178	0.039537	0.000645	0.006583

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	42.1057	42.1057	6.8100e-003	8.3000e-004	42.5221

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Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	42.1057	42.1057	6.8100e-003	8.3000e-004	42.5221
NaturalGas Mitigated	0.0100	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.3543	99.3543	1.9000e-003	1.8200e-003	99.9447
NaturalGas Unmitigated	0.0100	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.3543	99.3543	1.9000e-003	1.8200e-003	99.9447

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					
General Office Building	195914	1.0600e-003	9.6000e-003	8.0700e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	10.4547	10.4547	2.0000e-004	1.9000e-004	10.5169
Quality Restaurant	1.66591e+006	8.9800e-003	0.0817	0.0686	4.9000e-004		6.2100e-003	6.2100e-003		6.2100e-003	6.2100e-003	0.0000	88.8995	88.8995	1.7000e-003	1.6300e-003	89.4278
Total		**0.0100**	**0.0913**	**0.0767**	**5.5000e-004**		**6.9400e-003**	**6.9400e-003**		**6.9400e-003**	**6.9400e-003**	**0.0000**	**99.3543**	**99.3543**	**1.9000e-003**	**1.8200e-003**	**99.9447**

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					
General Office Building	195914	1.0600e-003	9.6000e-003	8.0700e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	10.4547	10.4547	2.0000e-004	1.9000e-004	10.5169
Quality Restaurant	1.66591e+006	8.9800e-003	0.0817	0.0686	4.9000e-004		6.2100e-003	6.2100e-003		6.2100e-003	6.2100e-003	0.0000	88.8995	88.8995	1.7000e-003	1.6300e-003	89.4278

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Total		**0.0100**	**0.0913**	**0.0767**	**5.5000e-004**		**6.9400e-003**	**6.9400e-003**		**6.9400e-003**	**6.9400e-003**	**0.0000**	**99.3543**	**99.3543**	**1.9000e-003**	**1.8200e-003**	**99.9447**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	108188	10.0100	1.6200e-003	2.0000e-004	10.1090
Quality Restaurant	346892	32.0957	5.1900e-003	6.3000e-004	32.4131
Total		**42.1057**	**6.8100e-003**	**8.3000e-004**	**42.5221**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	108188	10.0100	1.6200e-003	2.0000e-004	10.1090
Quality Restaurant	346892	32.0957	5.1900e-003	6.3000e-004	32.4131
Total		**42.1057**	**6.8100e-003**	**8.3000e-004**	**42.5221**

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6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1241	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.4000e-004	4.4000e-004	0.0000	0.0000	4.7000e-004
Unmitigated	0.1241	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.4000e-004	4.4000e-004	0.0000	0.0000	4.7000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0284					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0957					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.4000e-004	4.4000e-004	0.0000	0.0000	4.7000e-004

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Total	**0.1241**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.0000**	**4.7000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0284					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0957					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.4000e-004	4.4000e-004	0.0000	0.0000	4.7000e-004
Total	**0.1241**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.0000**	**4.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.4876	0.2014	4.8100e-003	11.9553

Unmitigated	5.4876	0.2014	4.8100e-003	11.9553

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.80044 / 1.1035	1.8299	0.0589	1.4100e-003	3.7219
Quality Restaurant	4.36178 / 0.278411	3.6577	0.1425	3.4000e-003	8.2334
Total		**5.4876**	**0.2014**	**4.8100e-003**	**11.9553**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.80044 / 1.1035	1.8299	0.0589	1.4100e-003	3.7219
Quality Restaurant	4.36178 / 0.278411	3.6577	0.1425	3.4000e-003	8.2334
Total		**5.4876**	**0.2014**	**4.8100e-003**	**11.9553**

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.5734	0.2703	0.0000	11.3304
Unmitigated	4.5734	0.2703	0.0000	11.3304

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	9.42	1.9122	0.1130	0.0000	4.7373
Quality Restaurant	13.11	2.6612	0.1573	0.0000	6.5930
Total		**4.5734**	**0.2703**	**0.0000**	**11.3304**

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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	9.42	1.9122	0.1130	0.0000	4.7373
Quality Restaurant	13.11	2.6612	0.1573	0.0000	6.5930
Total		**4.5734**	**0.2703**	**0.0000**	**11.3304**

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
Emergency Generator	1	1	50	1340.5	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

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Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.0550	0.2459	0.1402	2.6000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.0000	25.5134	25.5134	3.5800e-003	0.0000	25.6028
Total	**0.0550**	**0.2459**	**0.1402**	**2.6000e-004**		**8.0900e-003**	**8.0900e-003**		**8.0900e-003**	**8.0900e-003**	**0.0000**	**25.5134**	**25.5134**	**3.5800e-003**	**0.0000**	**25.6028**

11.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	11.00	Room	0.37	15,838.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	72
Climate Zone	1			**Operational Year**	2022
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - TAHOE DONNER DOWNHILL SKI LODGE (Existing). NSAQMD.

Land Use - Existing ski lodge building is 15,838 sf.

Construction Phase - Modeling operations only.

Off-road Equipment - Default equipment.

Off-road Equipment - Modeling operations only.

Trips and VMT - Modeling operations only.

Demolition - Modeling operations only.

Grading - Modeling operations only.

Architectural Coating - Defualt rates assumed.

Vehicle Trips - No mobile trips assumed.

Vehicle Emission Factors -

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Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use - Historical rates assumed.

Water And Wastewater - Default rates assumed.

Solid Waste - Default rates assumed.

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	7919	12250
tblAreaCoating	Area_Nonresidential_Interior	23757	36750
tblConstructionPhase	NumDays	10.00	0.00
tblLandUse	LandUseSquareFeet	15,972.00	15,838.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	8.19	0.00
tblVehicleTrips	SU_TR	5.95	0.00
tblVehicleTrips	WD_TR	8.36	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					

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2023	0.0000	0.0000	0.0000	0.0000	0.0000	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**	**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					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	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**	**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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		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

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Category	tons/yr										MT/yr					
Area	0.0903	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Energy	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	31.5175	31.5175	2.4600e-003	5.9000e-004	31.7563
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1.2220	0.0000	1.2220	0.0722	0.0000	3.0275
Water						0.0000	0.0000		0.0000	0.0000	0.0885	0.1497	0.2383	9.1200e-003	2.2000e-004	0.5310
Total	**0.0921**	**0.0170**	**0.0144**	**1.0000e-004**	**0.0000**	**1.2900e-003**	**1.2900e-003**	**0.0000**	**1.2900e-003**	**1.2900e-003**	**1.3105**	**31.6675**	**32.9780**	**0.0838**	**8.1000e-004**	**35.3150**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0903	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Energy	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	31.5175	31.5175	2.4600e-003	5.9000e-004	31.7563
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1.2220	0.0000	1.2220	0.0722	0.0000	3.0275
Water						0.0000	0.0000		0.0000	0.0000	0.0885	0.1497	0.2383	9.1200e-003	2.2000e-004	0.5310
Total	**0.0921**	**0.0170**	**0.0144**	**1.0000e-004**	**0.0000**	**1.2900e-003**	**1.2900e-003**	**0.0000**	**1.2900e-003**	**1.2900e-003**	**1.3105**	**31.6675**	**32.9780**	**0.0838**	**8.1000e-004**	**35.3150**

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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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	4/30/2023	5	0	

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
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

TAHOE DONNER DOWNHILL SKI LODGE (Existing) - Northern Sierra AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

TAHOE DONNER DOWNHILL SKI LODGE (Existing) - Northern Sierra AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	M
Hotel	0.383934	0.066570	0.243824	0.166394	0.056716	0.010392	0.008100	0.013374	0.000856	0.000179	0.041061	0.000627	0.0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.0420	13.0420	2.1100e-003	2.6000e-004	13.1710
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.0420	13.0420	2.1100e-003	2.6000e-004	13.1710
NaturalGas Mitigated	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4756	18.4756	3.5000e-004	3.4000e-004	18.5853
NaturalGas Unmitigated	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4756	18.4756	3.5000e-004	3.4000e-004	18.5853

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					
Hotel	346219	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4756	18.4756	3.5000e-004	3.4000e-004	18.5853

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total		**1.8700e-003**	**0.0170**	**0.0143**	**1.0000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**18.4756**	**18.4756**	**3.5000e-004**	**3.4000e-004**	**18.5853**

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					
Hotel	346219	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4756	18.4756	3.5000e-004	3.4000e-004	18.5853
Total		**1.8700e-003**	**0.0170**	**0.0143**	**1.0000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**18.4756**	**18.4756**	**3.5000e-004**	**3.4000e-004**	**18.5853**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	140958	13.0420	2.1100e-003	2.6000e-004	13.1710
Total		**13.0420**	**2.1100e-003**	**2.6000e-004**	**13.1710**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	140958	13.0420	2.1100e-003	2.6000e-004	13.1710
Total		**13.0420**	**2.1100e-003**	**2.6000e-004**	**13.1710**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0903	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Unmitigated	0.0903	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004

6.2 Area by SubCategory

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0284					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0619					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Total	**0.0903**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.0000**	**2.1000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0284					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0619					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Total	**0.0903**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.0000**	**2.1000e-004**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.2383	9.1200e-003	2.2000e-004	0.5310
Unmitigated	0.2383	9.1200e-003	2.2000e-004	0.5310

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	0.279034 / 0.0310038	0.2383	9.1200e-003	2.2000e-004	0.5310
Total		**0.2383**	**9.1200e-003**	**2.2000e-004**	**0.5310**

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Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	0.279034 / 0.0310038	0.2383	9.1200e-003	2.2000e-004	0.5310
Total		**0.2383**	**9.1200e-003**	**2.2000e-004**	**0.5310**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.2220	0.0722	0.0000	3.0275
Unmitigated	1.2220	0.0722	0.0000	3.0275

8.2 Waste by Land Use

Unmitigated

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	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	6.02	1.2220	0.0722	0.0000	3.0275
Total		**1.2220**	**0.0722**	**0.0000**	**3.0275**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	6.02	1.2220	0.0722	0.0000	3.0275
Total		**1.2220**	**0.0722**	**0.0000**	**3.0275**

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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